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NORTHWEST MAGAZINE

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E. V. SMALLEY
EDITOR & PUBLISHER

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January 15. 1888.

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OUR WINTER FESTIVAL.

The Winter Carnival in St. Paul is probably the most complete season of festival, taking all things into consideration, which is celebrated in any city in the United States to-day. For two weeks His Most Riotous Majesty Borealis I., holds the undisputed allegiance of the whole city. Business gives way to him. Work stands waiting in pigeon holes till the term of his reign shall be over. Pleasure itself forgets its ordinary forms and tricks itself out in cap and bells to conform to the usages of his court. In the presence of his throne even the laws of fashion are in abeyance, as those of a tributary prince before his suzerain. Even stern-faced etiquette stands uncovered and bends the knee before him.

Society, when he assumes his flambeau and his tocque (which are the sceptre and the crown of the Merry Monarch), forgets its old restraints. It "overflows it bounds," as Oliver Wendell Holmes once dreamed it might do in one of his visions. Staid bank presidents are found sitting in their offices in full toboggan uniform. High officials of railroads carry their dignity round with them swathed in blankets. Millionaires risk their valuable limbs in the perils of the slide; and solemn business men leave the counting room to take their places on the floates of the Nushkas or the Owls. King Borealis is the monarch of the most utter democracy; the jolly autocrat of a government by the mob; the despotic ruler over a land of universal liberty.

The Ice Palace is his lordly pleasure house. He has no permanent throne but in the hearts of his people.

The Palace itself is too lovely for even him to live in. There is a popular fallacy to the effect that the Ice Palace is built; built by mere men who saw out the blocks of ice with saws, heave them with ice-tongs and derricks into place and lay them as the commonplace bricklayer lays bricks. But this is all nonsense. Little children know better; and the fairies know better.

Look at it! Look at the light vaulting arches and stately turrets. Massive it stands, but as light as a castle of the clouds. Mysteriously beautiful and dim in its semi-translucency, and glittering from a thousand diamond facets where the winter sun strikes its angles. All the gods of Asgard never built anything more lovely. Alph, the sacred river, flowed by no structure more majestically fairy-like.

That thing built by men? Nonsense! It rose as the walls of Athens rose, to the sound of the music of gods.

When the King of Winter made up his mind to visit us again he sent his avant couriers, the snow-flakes, to say that he was coming. The north wind —old Kabibonoka—came singing through the frozen streets. Boreas,

> ——"that grand old harper,
> Smote his thunder harp of pines,"

and, to the music of the song and the harping, the Ice Palace rose. There was no sound heard of the hammer or the saw. But one morning the people of St. Paul awoke and found it there.

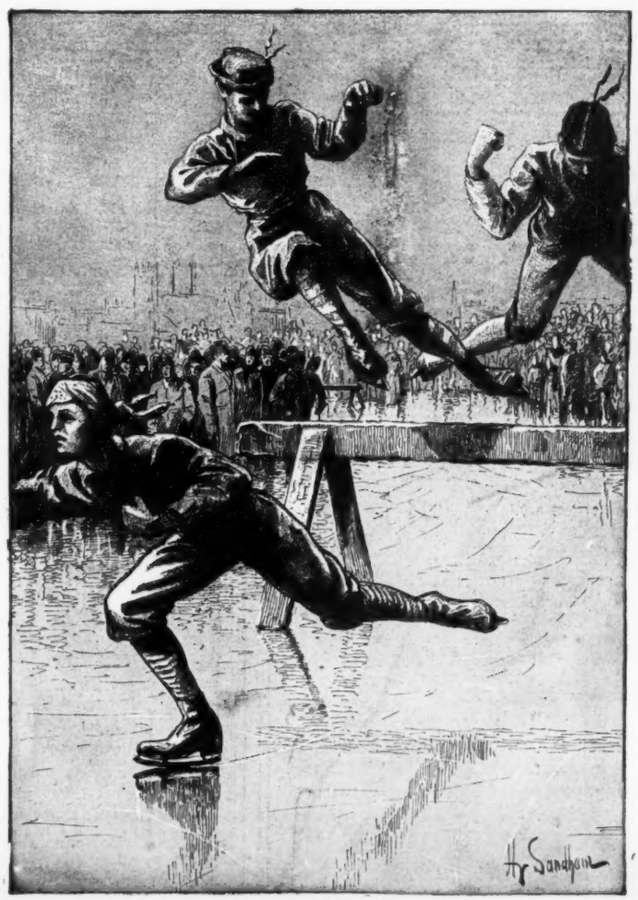
The talk about its being built with derrick and tongs, I say again, is absurd. Why should men build it? They do not live in it. They do not even put anything in it. It is only a glorified sign post which says: "This is where the fun takes place."

And plenty of fun there is. Each year the Carnival grows more complete. New methods of amusement are found with every succeeding winter. When the first palace was built in the winter of 1885-6 it was more or less tentative—an experiment only. Even that first year the Palace was beautiful—more beautiful than any previous palace of ice which had been built on the St. Lawrence or the Neva. But the people hardly understood it; though they were very willing to be instructed. It was the enthusiasm of a few men—men who were long sighted and who saw that it would be a splendid thing for the City of St. Paul—that set the project going, pushed it through in spite of all obstacles, stood against the ridicule of the envious and the objections of the over cautious, and by sheer pluck and hard work forced the project into execution.

As soon as the Palace was built and Carnival was proclaimed the whole city capitulated. The people organized processions and parties; flocked to pay homage to His Majesty at his grand levee; and lent themselves willingly to all the plans of the Carnival Committee. The "Legend of Hiawatha" was ransacked to find names enough for toboggan and snow shoe clubs. The woolen mills were driven to desperation in trying to make new blankets for uniforms. Rules and regulations of every kind of winter sport were at once in demand.

* * *

It was a curious thing that the people of Minnesota were so slow to learn how admirably adapted the winter weather here is to out-door sports. Until the last three or four years the winter was looked upon as a thing of terror—as a season when everybody must shut himself up in his home, and when the houses themselves must be heated inside as hot as coal and wood and steam could make them. Nature had given to Minnesota an invigorating climate, fit to produce a race of men as hardy and active as any the world has seen. And instead of taking advantage of it, the



A HURDLE RACE ON SKATES.

people shut themselves indoors and seemed bent on excluding health and surrounding themselves with an atmosphere as enervating as could be made.

But in three years all this has changed. We would not part with our winters now for a great deal; nor exchange our clear, frosty air for all the fogs and penetrating winds of the Atlantic Coast and lakes together, if the thermometer does show ten to twenty degrees more of cold here than there at times. Winter is long here certainly; but so much the more time for winter sports. It is cold; and so much the more welcome is healthy exercise. The snow is deep; and so much the better is the sleighing and the snow shoeing.

There is no kind of open-air, cold-weather game that is not encouraged by the Carnival. There is no sport played on ice or snow that does not find its hundreds of devotees during the weeks of riot and festival. And long after the official Carnival season has closed, the sports and the amusements go on. Momus himself may leave us, but his memory still rules our spirits from the empty Ice Palace. So two months of the new year that would otherwise be listless and dull are made full of life and entertainment. And it is a form of entertainment which above all others is good for the people, making them healthier and stronger and ensuring that the children of Minnesota shall be a strong and healthy race hereafter.

The first ice palace built on the North American continent was erected in 1883 in Montreal. It was considered a wonderful thing at the time—and it doubtless was wonderful. No ice palace could help being a thing of remarkable beauty. Unfortunately for its reputation it had successors; and we know now how comparatively insignificant the Montreal ice palace was. The Palace of 1884 in the same city was an enormous improvement on the first endeavor; and that again was dwarfed by the structure of 1885.

All three of these palaces had been built by the same architect—Mr. Hutchinson, of Montreal—and he probably would have gone on building the palaces by the St. Lawrence as long as there were any to build. But 1885 was the "small-pox year" in Montreal, and when the winter came it was decided that it would be useless to hold a Carnival. Few visitors from abroad would have cared to spend their holidays in the plague-ridden city.

That gave St. Paul her opportunity.

It is possible that the capital of Minnesota would have had an ice palace in 1886 under any circumstances. For many years the feasibility of such a thing had been discussed at intervals by the press of both St. Paul and Minneapolis. But, while everybody seemed to recognize that an ice palace would be a "good scheme," the public had never become more than languidly interested in the project. No one seemed to have the time or inclination to make it his especial business to push the matter through.

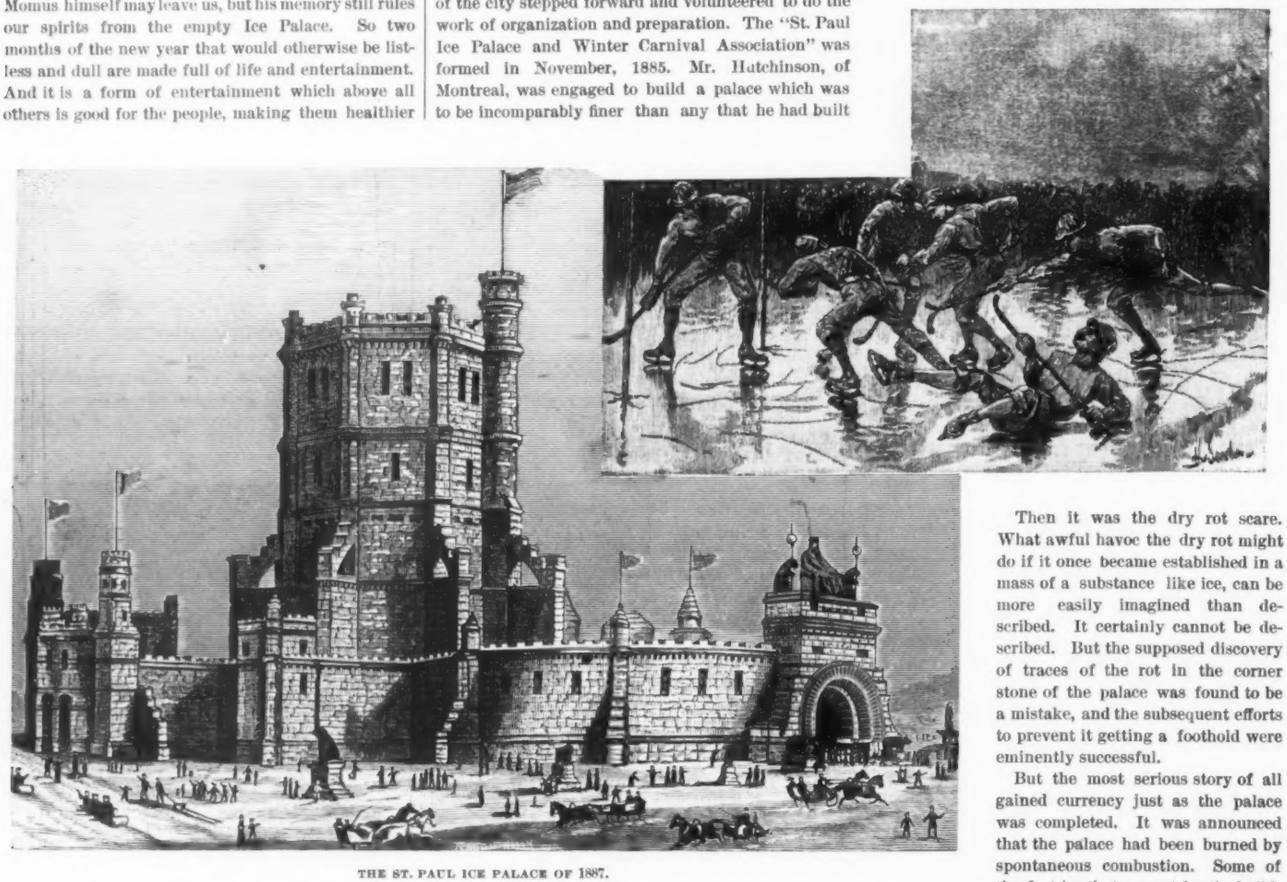
But when Montreal withdrew from the field, a few plucky spirits in St. Paul came to the conclusion that the time had come to stop talking vaguely and to act. And they acted. Meetings were called; committees appointed; the press toook up the movement and "boomed" it. The necessary funds were pledged in a couple of weeks, and some of the leading business men of the city stepped forward and volunteered to do the work of organization and preparation. The "St. Paul Ice Palace and Winter Carnival Association" was formed in November, 1885. Mr. Hutchinson, of Montreal, was engaged to build a palace which was to be incomparably finer than any that he had built for his own city. On the 14th of January the corner stone was laid; and on the 1st of February, Mr. George R. Finch, the first President of the Carnival Association handed over to the Mayor of the city the keys of what was probably the most strangely beautiful structure that had up to that time been erected on any part of the globe.

* * *

But through those two months the road of those who had the Carnival in charge was not an easy one. The real difficulties and obstacles were serious enough. But the imaginary ones were apalling. Harrowing rumors of disaster—inpending or already descended arose almost every day.

First, some evil-minded opponent of the ice palace scheme and an arch enemy to St. Paul's greatness spread a malicious report that the climate of Minnesota was too cold for ice. If left out of doors, the ice, it was asserted, would infallibly freeze and crack and crumble away. The assertion was supported (by the evil-minded opponent aforesaid) with a formidable array of scientific arguments couched in sesquipedalian technical language and backed by the opinions of half the great scientists whom the world has seen. Fortunately this proved to be a myth.

Hardly had the public disquiet excited by this alarming rumor subsided, before the citizens of St. Paul received through the the newspapers, the melancholy news that the ice-bug had got into the foundations of the palace. Everyone knows what a fearsome thing the ice-bug is, and how—small and almost microscopic in itself—it riddles the most solid blocks of ice with tiny holes until the whole thing becomes as substanceless and weak as so much tobacco ash. It is no wonder that something approaching a panic supervened and that Carnival stock went down twenty points when it was believed that this voracious pest had found its way into the ice. A careful examination by the State entomologist, however, showed this report also to be untrne.



THE ST. PAUL ICE PALACE OF 1887.

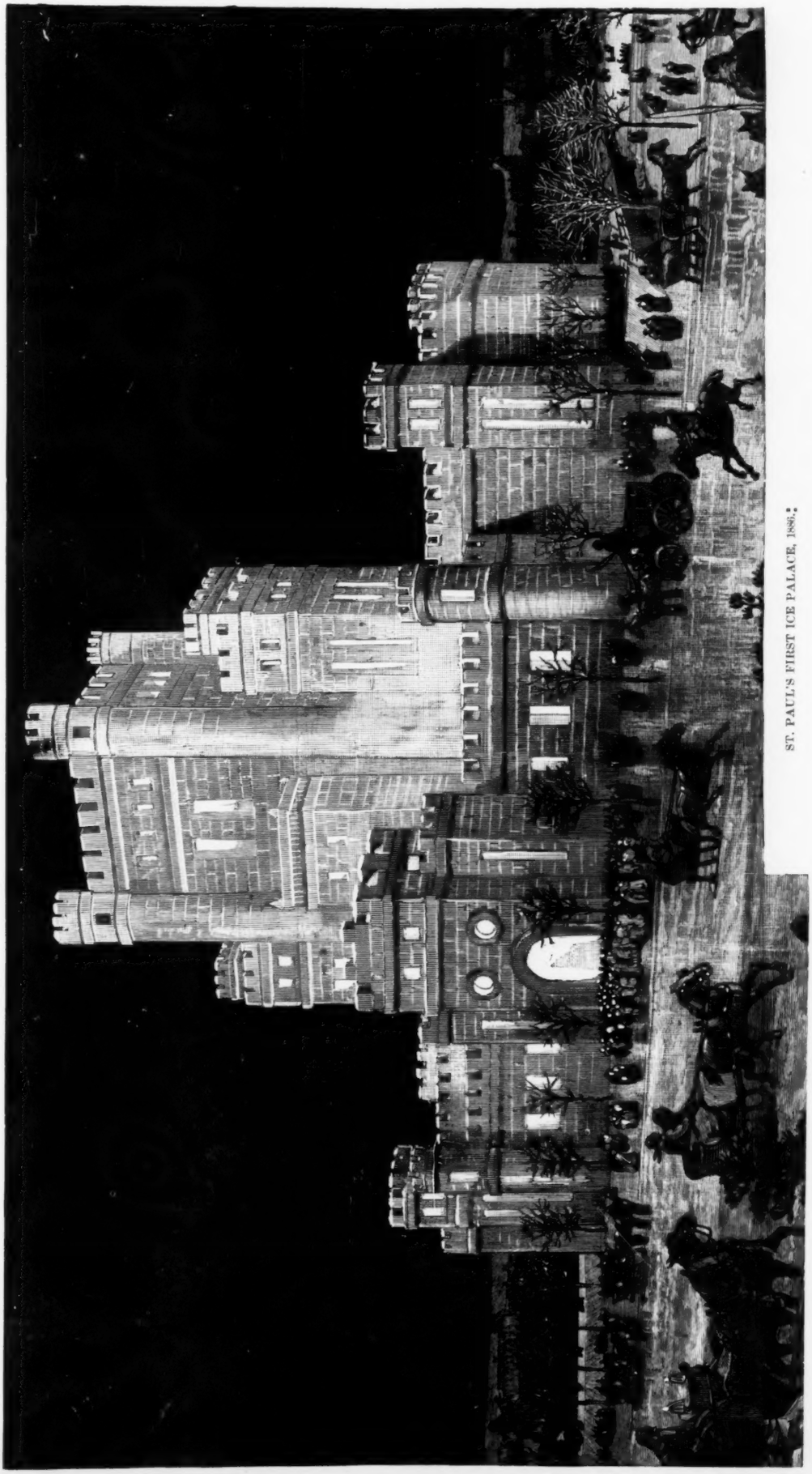
Then it was the dry rot scare. What awful havoc the dry rot might do if it once became established in a mass of a substance like ice, can be more easily imagined than described. It certainly cannot be described. But the supposed discovery of traces of the rot in the corner stone of the palace was found to be a mistake, and the subsequent efforts to prevent it getting a foothold were eminently successful.

But the most serious story of all gained currency just as the palace was completed. It was announced that the palace had been burned by spontaneous combustion. Some of the first ice that was cut for the building had, it appeared, been stacked when green, instead of being carefully dried out in the sun first. What followed was only to be expected.

It was with inexpressible relief that the people of the State learned that this rumor had no more foundation than the others, and that the palace was still standing whole and unscorched.

* * *

St. Paul's first ice palace covered an area of 180 by 160 feet, the main tower rising to a height of 100 feet. The designer was very happy. His former experiments in Montreal had given Mr. Hutchinson an insight into the capabilities of ice as a building material; and he profited by his knowledge. He dared now to attempt decorative effects which would have seemed wildly impracticable to the builders of the first palace. As no one was expected to live in the palace, the architect was not hampered by any considerations of the internal arrangements. The one thing to be attained was that the structure should be strik-



ST. PAUL'S FIRST ICE PALACE, 1886.

ing and beautiful to the eye from the outside. And this he obtained admirably.

Tower rising beyond tower; battlement above battlement. Massive walls, turret-capped, pierced with the lanceolate windows of a fortress. From the great gothic archway of the grand entrance to the castellated roof of the main tower, it was was beautiful and picturesque throughout.

The delightful material gave a new, fantastic beauty to every feature, sometimes white and sometimes clear green—dark and opaque where the shadows fell, and almost transparent in the sun. No dream castle of jasper or beryl or chrysoprase could be more beautiful than these wonderful buildings of ice.

For certainly the Ice Palace of 1887 was not inferior to that of 1886. Loftier and covering a larger area, it was yet more boldly fantastic in design, a wild-

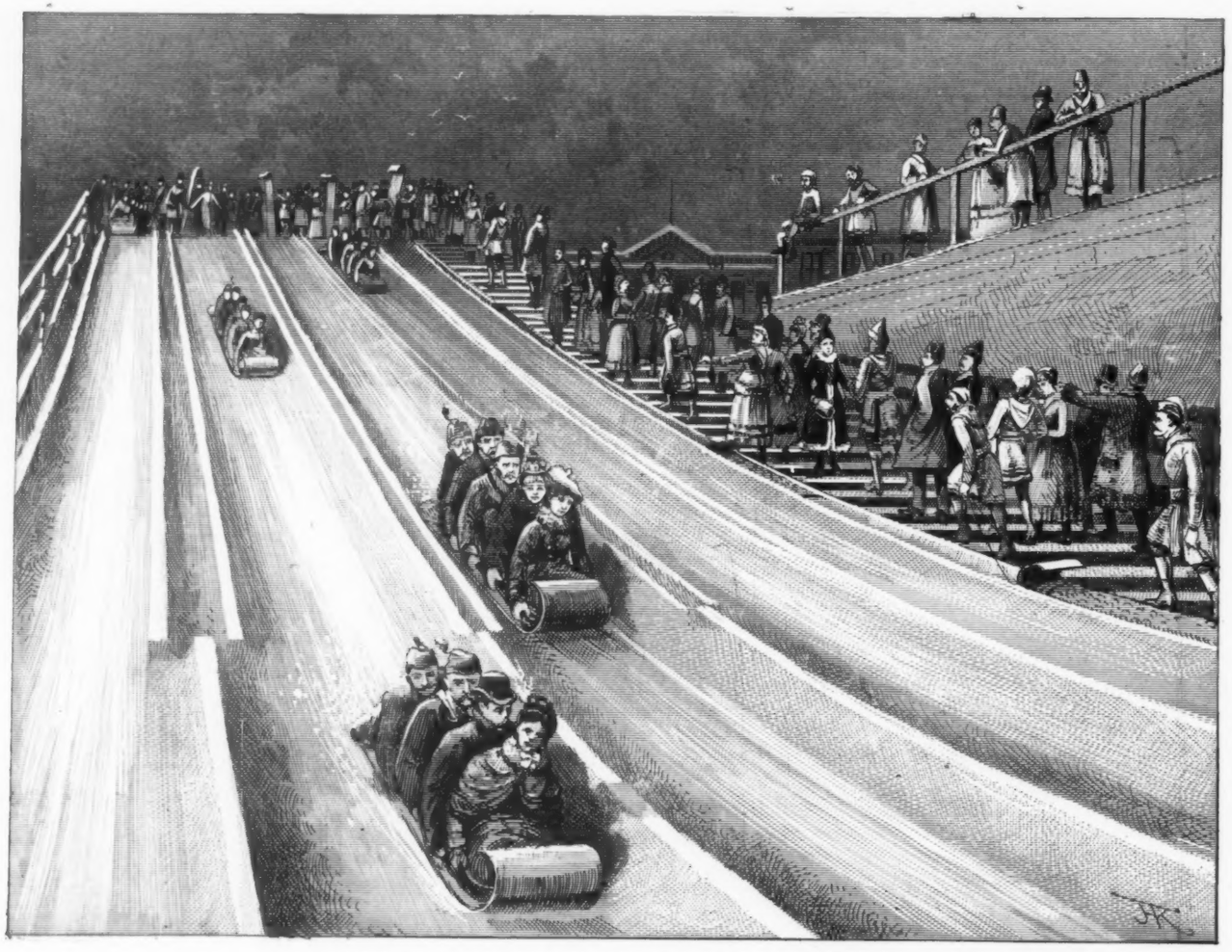
central tower room, twenty-six feet square, above which the tower rose 106 feet. Around the central or tower room, were four large rooms each twenty-eight feet square. There were several other rooms, all of which were connected by arches. The architecture was of the old Gothic English style surrounded by heavy battlements.

"The palace of 1887 is on a much more elaborate scale, as the ground plan will show, than that of last winter, and in addition it has been designed and built by St. Paul men, Mr. C. E. Joy being the architect and Messrs. Taylor & Craig the builders. The building has the general plan of a Latin cross, covering over 42,000 square feet, the arch being 217 feet long by 194 wide. The turret at the southeast angle of the tower is carried up 140 feet and is surmounted by a flag staff, making the height from the ground to

poles. The lateral area extends seventy-two feet each side from the tower and from the side entrance. In the circular wall at the farthest point from the main building, facing Summit Avenue, is the main entrance. It is designed as a triumphal arch and is very imposing in appearance. The entrance proper is an archway sixteen feet wide and fifteen feet high. It is surmounted by a colossal statue of King Borealis, seated, supported on either hand by a polar bear rampant, holding a colored electric light. These figures are all carved in solid ice."

* * *

But if the palace is a lovely thing in itself it is still more beautiful as the center of the gorgeous pageants of the St. Paul Carnival. When the whole palace is brilliant with white electric lights, shining from



TOBOGGANING BY MOONLIGHT—THE START.—[*From a sketch by J. Knickerbocker.*

erness of tower and turret, battlement and pinnacle, tall arch and flying buttress.

The Carnival number of the S. Paul *Dispatch* gave last winter a comparison of the two palaces, with the dimensions of each:

"The feature of the palace of 1886 was that it contained more round towers, curved walls and Gothic gates than those of the former years. It was 180 feet in length, 169 feet in breadth and the main tower was 100 feet in heigth. The entrance was through a Gothic archway into a hallway some forty feet in height, on either side of which were two ante-rooms, each six by five feet. Beyond the hall was an apartment about fifteen feet square, and opening from the room to either the right or the left through carved archways, was a room twenty-eight feet square and forty feet in height. Directly beyond was the grand

the ball on the flag, 145 feet. The tower is octagonal in form and fifty feet in diameter. From the outer angle of the tower there are radiating and flying buttresses projecting sixteen feet from the body of the tower. The buttresses at fifty-five feet from the ground terminate in small franking turrets. The body of the tower is girt by belt courses of projecting rock ice at various distances from the ground, and between them there are small windows. The walls of the tower, as are those of the whole building, are composed of courses of solid blocks of ice twelve to eighteen inches in thickness and ranging from two to six feet in length. The tower stands in a court formed by a wall pierced with narrow, elongated windows. At each angle formed by the square there are circular or square turrets of different designs, corniced or battlemented and surrounded by flag

within through its translucent walls; or when every peak and turret is aflame with the fire of red and blue lights, the effect is admirably beautiful.

The grandest sight of all the carnival, however, is on the nights of the great ceremonial "Storming of the Palace," when the Fire King makes assault upon the forces of the Ice King, who are within the walls of the fortress.

Every toboggan or snow shoe club in the two cities takes part in the struggle, and a quarter of a million people turn out to witness it. For hours before the time appointed for the attack every thoroughfare leading to the palace is thronged, and around the grounds surges a mass of human beings.

At last the waiting crowds hear the roar of distant cheering, which grows louder and nearer until with the crash of military music and in the glare of thousands

of flashing torches, the attacking clubs in almost endless array, gay in uniforms of all imaginable colors, march into the vacant space around the palace walls. The palace itself is dark and silent. Occassionally a light flashes for a moment in one of the towers or moves across an archway lower down. There is nothing else to tell that the fortress is garrisoned with the whole guard of the Ice King.

There is a short interval of expectancy while the attacking forces arrange themselves in an impenetrable wall around the great, white, silent building. Suddenly from the further end, a rocket rises shrieking into the air. It is the signal of assault. Instantly the dense ranks of the besieging army break into flame—scarlet, and purple, and blue, and yellow. From every quarter "Roman Candles" hurl their balls of colored fire against the icy walls. The light of all the hundreds of flambeaux is lost in the sheet of dazzling many colored flame. From the rear ranks of the besiegers rockets rise screaming overhead to burst in gorgeous cataracts of sparks over the crest of the castle.

And now the garrison within those silent walls is aroused. The building, white and ghost-like before, breaks suddenly ablaze with purple and rose. From every window Roman Candles answer those from without. From every turret rockets rise in flights of brilliant color. The battlements are aflame with whirling wheels of scarlet and gold.

As the struggle deepens the noise of the rockets blends into one continued roar. Under the walls of the palace the thunder of exploding bombs fills the ears as with the sound of a heavy cannonade. The smoke hangs heavily overhead. The yellow light of the flaming torches deepens to orange. The outline of the castle itself, for all that it is still ablaze with lights and is pouring down showers of fire upon its assailants, grows dim and uncertain in the rolling vapor.

So minutes pass, till half an hour has gone. Then the fusillade of the besiegers weakens. Already half the batteries of rockets are silenced. The lighter musket fire of the Roman Candles grows thinner and more fitful. The force of the besiegers is broken. Gradually the sound of the cannonading dies away. The smoke grows heavier and more dark overhead.

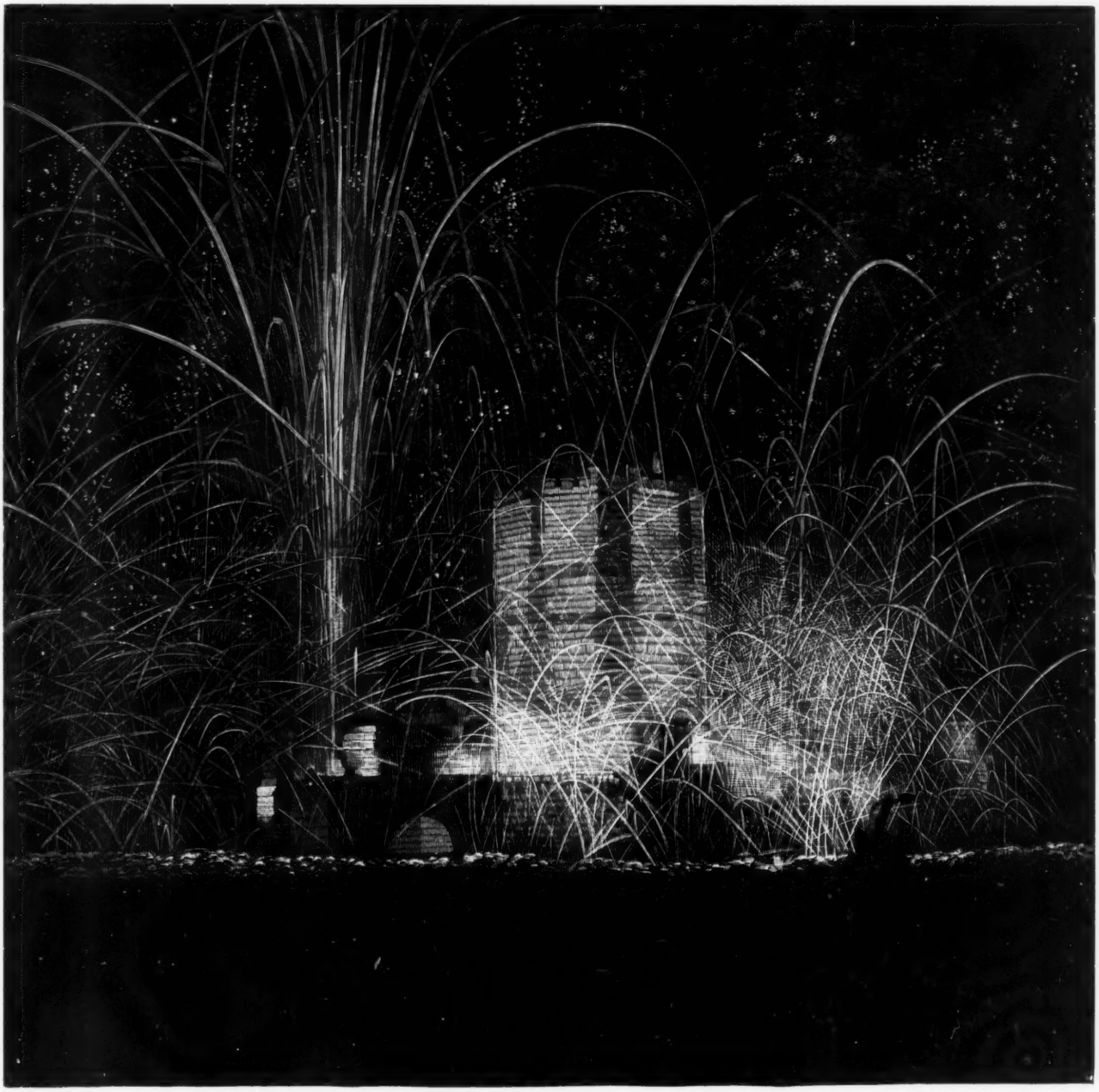
The assault has failed.

Then from within the walls of the palace rises a triumphant shout. From every battlement and peak and tower a sudden sheet of fire goes up; rockets and mortars and bombshells and fountains of flame. The whole castle bursts into a final spray of light and color. Victory is won. The Ice King has maintained his right to rule over the great white walls. From the highest tower, hardly visible in circling smoke, still floats his flag—the emblem of Carnival.

Long live Borealis Rex!

* * *

Unquestionably these great nights of storming are the central and triumphant features of the whole Carnival season. It is probably not presumptuous to as-



STORMING OF THE ICE PALACE BY THE FIRE KING'S FORCES.—[*From an instantaneous photo by Ingersoll.*

sert that nowhere else in the whole world is such a magnificent spectacle to be seen.

But yet these assaults are only one item in the long list of the events of Carnival. Each day of all the two weeks of holiday has its own particular ceremonies and fetes. Every hour of each day has its peculiar contest or pageant or entertainment.

I have spoken of the palace as a glorified sign-post which reads: "Here's where the fun takes place." It is rather like the May-pole round which the fun revolves—itself the central object of the revels. It is the altar round which the old Bacchic chorus danced its reckless mummeries.

The Carnival grounds are one large playing field or *campus*, where every manner of winter sport may be seen day after day in perfection. Ample space is reserves its user as a skate on the level snow and as a toboggan on the sloping hillsides.

Have you seen an adept on the "skis" (they are pronounced "shees"), sliding down a hill? If not, it is a sight worth looking forward to. No matter how steep the slope may be, he launches himself with perfect confidence on his downward course, the two frail strips of board beneath his feet almost hidden in the flying spray of the snow as he skims over it. Half standing, half sitting, he comes, gathering velocity with every yard of the steep descent. Half way down the hill the rapidity of his motion is something fearful. Even to watch him is intense excitement. And what must it be for him?

Collision with any object would be almost certain death. But he is not going to collide with anything.

Arriving at the bottom of the slope he swerves, apparently without motion, as a gull turns in mid-air, in a sweeping graceful curve. He is standing upright now, and with the slow swaying motion of an expert skater is already speeding far along the road towards the city.

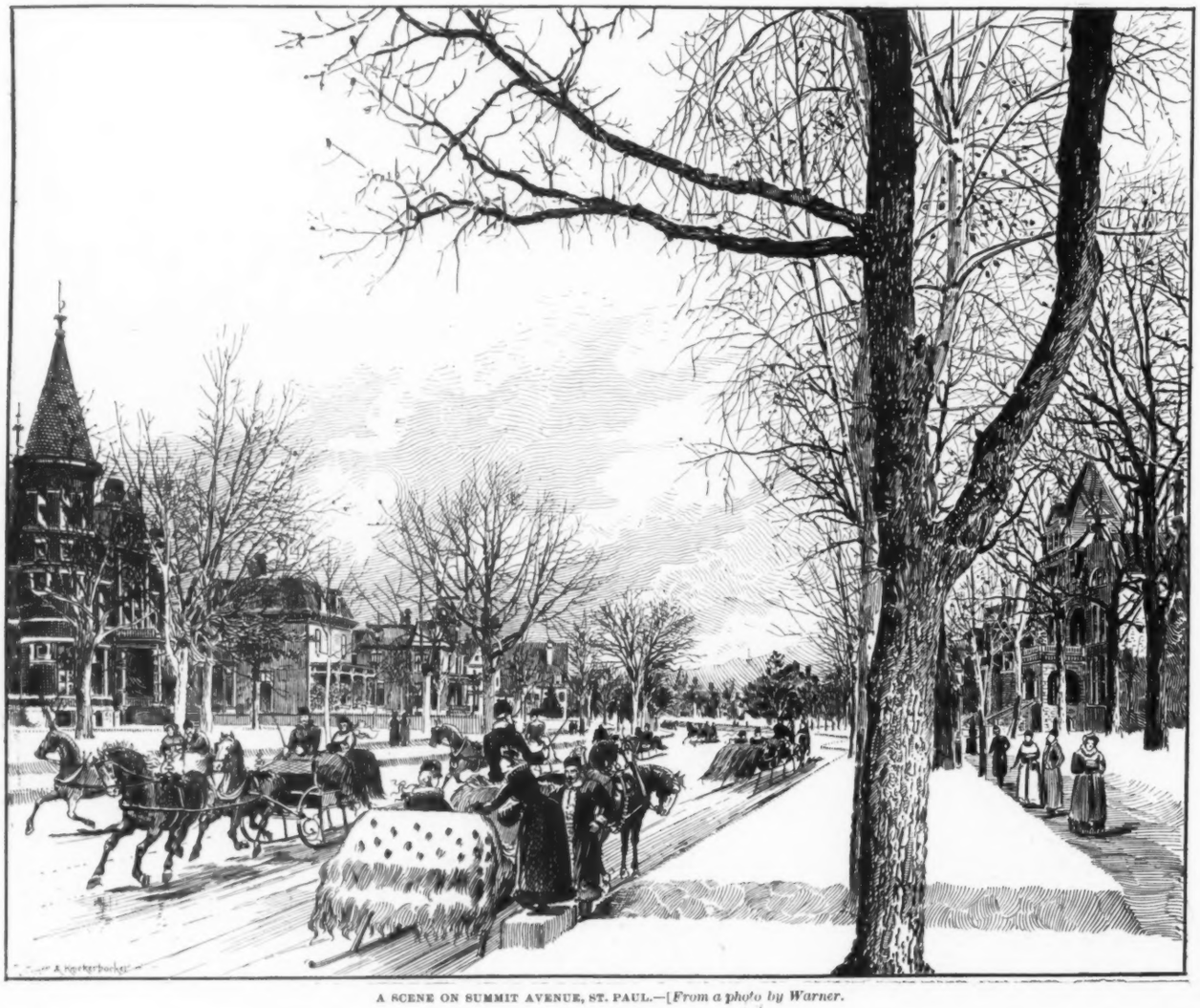
It is a magnificent sight and a magnificent sport.

Nowhere else in America but here in the Northwest can you see it or enjoy it.

* * *

And there is another feature of the Carnival which is full of novelty for Eastern visitors. That is the Indians.

Remember that we are in the very heart of Hiawatha's hunting grounds! Hardly a rifle shot away is—



A SCENE ON SUMMIT AVENUE, ST. PAUL.—[*From a photo by Warner.*

served for skating and "rinks" are here such as make the heart of the old curler rejoice within him. Here, as all over the city, toboggan slides have been built, so that in the city of St. Paul there are a score or more of slides, each one of which is as good as any that can be found in all the Eastern States. Snow shoe races are a regular feature of the contests in the palace grounds; but, outside, one-third of the population of St. Paul belongs to one or another of the snow shoe and toboggan clubs. Every night parties may be met in the outskirts of the city on their "runs."

Less frequent than the ordinary snow shoer, but more picturesque and more peaceful is the expert skater on the Scandinavian "Ski"—the long, narrow snow shoe, six feet long by four inches wide, which With all the blind recklessness of that swift flight he has his movements perfectly under control.

See! Right ahead of him there is a pathway cut around the hill side—a sudden cliff of some ten or fifteen feet. He cannot see it, surely! He will be killed. And your heart rises into your mouth as you try in vain to send him a shout of warning. But it is too late. He is already rushing on to the brink. Quietly he crouches lower, till almost sitting on his heels. Then out he sweeps into space. But almost before you can realize that he has passed the brink, he has dropped as lightly as a bird on the further snow, and, half upright once more, is skimming down the declivity beyond as safe as when he started at the summit of the hill.

"Where the Falls of Minnehaha
"Laugh and leap into the Valley."

There is appropriateness as well as romance in the names which the toboggan and snow shoe clubs have chosen to call themselves by Nushka, and Makwa, and Kokokoho and the rest. Here it was (if anywhere), that Hiawatha fought and starved and wooed and won. Here "Iagoo, the great boaster," did his boasting. Here the Little People killed "the very strong man, Kwasind."

Here it was that the terrible winter came—

"O, the long and dreary winter!
O, the cold and cruel winter!"

and found Minnehaha with her husband

"In his wigwam by the River,
"Close beside the frozen river."



A TOBOGGAN SLIDE—A SPILL AT THE FINISH.—[*From a photo. by Ingersoll.*

What river? you ask. Why, that river down there! —the Father of Waters, Mississippi. And here in the Carnival grounds is the Indian still in his wigwam close beside the frozen river.

But the winter is not "long and dreary" now, thanks to King Carnival! And we do not call them "wigwams" any more, but "teepees."

The Indian, doubtless, is not what Longfellow painted him—any more than the further Eastern Indian is as Fenimore Cooper drew him. But he is interesting none the less. And at Carnival time he is in great spirits, if the phlegmatic red man can ever be said to be in spirits. He looks in stolid amazement at the ice palace, and wonders how it comes that the white man can turn even the winter to his pleasure and amusement —the winter that was to the Lakotah a curse and a thing of terror. He wonders how it is that the white man induces the ice to freeze itself into the fantastic forms of castles and statues, instead of, as of old, simply forming on the river and blocking up the fish supply.

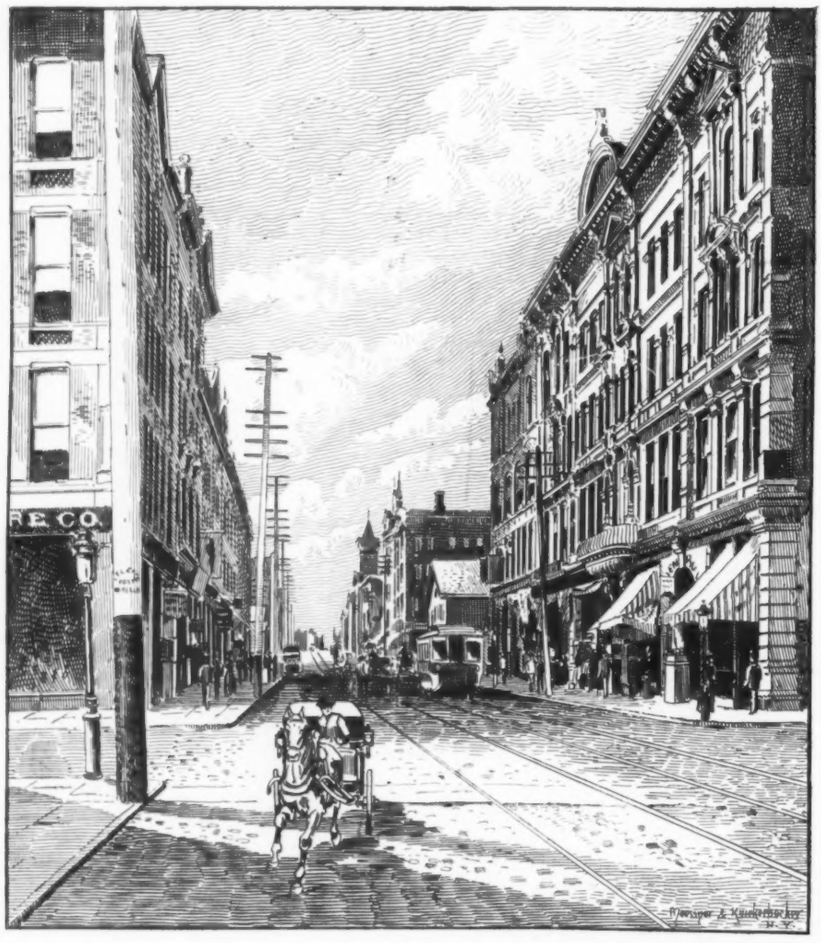
Or perhaps the white man cut the ice from the river down below and built the castle himself? But what on earth would make him fool enough to waste so much labor, when he knows that the first sun in summer will melt the whole thing away into water?

It is all very puzzling and inexplicable. But meanwhile the Indian has been brought here; and he gets good food and good dollars for coming. Moreover he is expected to stir himself and race—and he does it.

First the Indians race with each other; and then they are matched with white men on snow shoes and on foot. It is true that the result always shows that the traditional agility and fleetness of foot of the Indian are frauds. The crack snow shoer of the whole tribe of Sisseton Sioux finds himself "nowhere" in a race with half a dozen members of a Winnipeg Snow Shoe Club. And a very ordinary sprinter can show a clean pair of heels in a hundred yards' dash to the fastest young buck among them.

But the teepees and the painted faces give a very picturesques touch to the Carnival festivities. During Carnival season, too, you may see if you have never seen one, an Indian dance. The dance as given here may lack a good deal of the savagery which characterized it in the old wild days, but it is weird enough as it is, with its rhythmical movements and barbaric chant.

If you have once noted the rhythm of an Indian song you will never wonder again why Longfellow chose the metre he did for the Song of Hiawatha.



SEVENTH STREET, LOOKING WEST FROM MINNESOTA STREET.—[*From a photo by Ingersoll.*

So much fifth-rate moralizing has been perpetrated on the subject of the Indian, that to squander any more now may be almost criminal—especially in a Carnival article. But what a turn of the wheel of fortune it tells of—the sight of the teepees here in the palace grounds! The whirligig of time brings in his revenges rapidly.

It is only a little more than twenty years since the Sioux Massacres spread terror over Minnesota. The scene of the worst of the massacres (down by Redwood Falls) is a waving wheat field to-day—just as strawberries ripen now on the battle field of Missionary Ridge. For centuries—how many?—the Indians walked over the site of the city of St. Paul, and left no mark of his moccassined feet. Then came the white man, and the stroke of his heavy heels left a dent behind. In a quarter of a century he has covered all these square miles with buildings—has thrown these bridges over the Mississippi—has built these factories and these railroads.

And now the Indians come, a miserable band, to make sport for the white man at his Winter Festival! And—

> "They say the lion and the lizard keeps
> "The halls where Jamshyd gloried and drank deep."

And where is Hiawatha now?

Well, well, after all it is not in obedience to the white man that the Indians are here at the Carnival. They are simply, like the rest of us, good and loyal subjects for the nonce of His Majesty King Borealis.

* * *

But there are other sports and entertainments even than those of the open air. The whole out-of-doors, as it were, is not wide enough to hold the spirit of Carnival. It overflows into the private houses and into the public halls.

Once each winter on his arrival does His Most Riotous Majesty hold solemn levee, when all princes and potentates and powers of the realm over which he holds sway do homage to him. At his first coming to his winter throne two years ago he created a regular peerage, conferring titles with a lavish hand. So that when he holds a "drawing room" the assembly is as high sounding in title as ever assembled at St. James, or Versailles. Is there not Prince Mississippi? And Lord Minnetonka? That man there is Baron Minnesota and the Lady on his arm Her Grace of Summit Avenue.

New titles, you say? Perhaps they are. But the bearers grace them well. And it is better to be a Viscount at the living court of King Borealis than to hold a Marquisate in the dead peerage of France, or claim title to a princedom which is the appanage of a court that is but a ruined show house for sight-seers, and the crown of which has been sold for the gold that was in it.

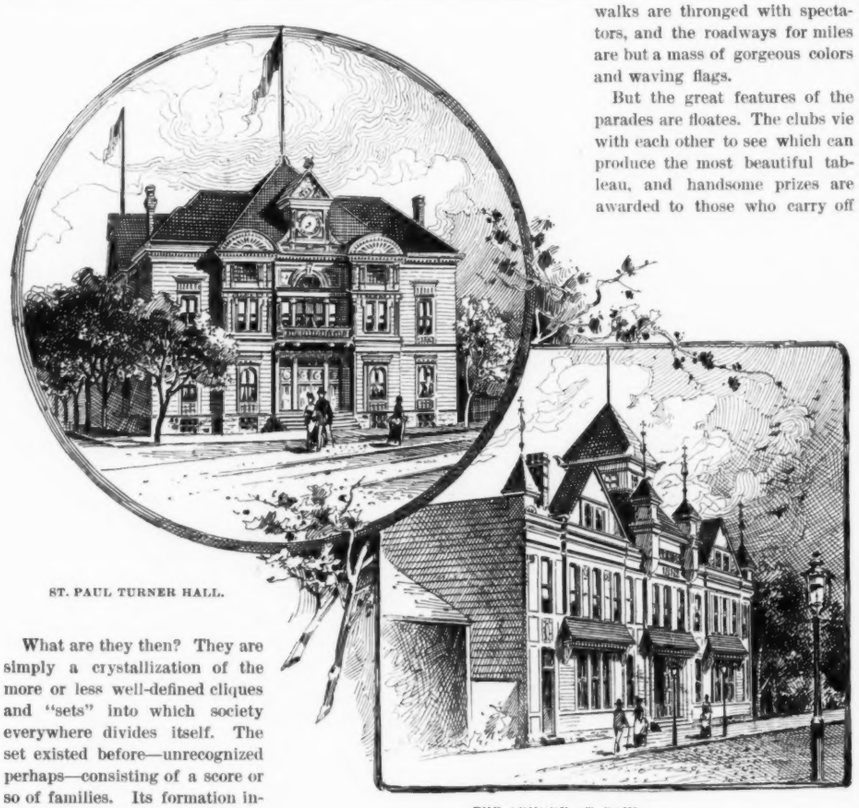
Better have a mock decoration, or none at all, than buy it of an adventuress. There is at least no danger that the first minister of King Borealis will be shot down in the Council Chamber.

But it is not only in audiences of state that the Carnival spirit manifests itself indoors. The enthusiasm that fills the streets fills the homes also. St. Paul during the festival season gives itself up to one rush of entertainments of every sort and description. Dances and dinners, receptions and toboggan parties, cotillion and formal crush—every way in which guests can be made merry or a hostess entertain is tried to its uttermost.

And there is nothing which will surprise the Eastern visitor more than the home life of the Minnesota city—if he is fortunate enough to be introduced into it. The customs and the manners of the frontier and the back-woods have, however much the New Yorker may doubt it, now been quite largely eliminated from the best society in St. Paul. It is quite the exception now for a young man to dance the German with his trousers tucked into his boots and a slouch hat on his head. It is by no means the invariable custom nowadays to wear revolvers at a dinner party. Bowie knives are quite seldom called into requisition to settle disputes over the card table.

In fact many of the best old social observances of the Far West are falling sadly into desuetude. St. Paul is very little further west than New York now. The social methods of the two are interchangeable.

One feature of the winter social life of St. Paul there is which is distinctly a part and parcel of the Carnival, and which is not to be found in other cities East or West. This is what may be called the Home Club life. The enormous number of snow shoe and toboggan clubs in the city has been mentioned more than once. As a matter of fact the club is almost the unit of society—not the individual nor the family. These clubs may include anywhere from twenty to two hundred members. So far as the toboggan or snow shoe element of them is concerned, they are, many of them, unmitigated frauds. They do not own any slide and half the members would as soon fly as snow shoe.



ST. PAUL TURNER HALL.

THE ARMORY, ST. PAUL.

What are they then? They are simply a crystallization of the more or less well-defined cliques and "sets" into which society everywhere divides itself. The set existed before—unrecognized perhaps—consisting of a score or so of families. Its formation into a "club" is simply the recognition of its existence—the binding together with formal ties of the party of congenial spirits who had already, by the unconscious process of social selection, chosen each others' company. During the season the club will meet at the houses of respective members, perhaps half a dozen or a dozen or a score of times, for the German, for a simple dancing party, at the card table or after a theatre party.

The club organization is simply a pretext for more frequent and systematic mutual entertainment. Besides it gives any lady, who thinks that it is becoming to her, the excuse for wearing a dashing uniform on appropriate occasions.

In all communities there exist somewhat similar associations in the shape of "German clubs," "euchre clubs," "dancing societies," and the like. But the St. Paul clubs are more comprehensive than any of these. Their connections with the winter sports of Carnival is more or less remote. The Carnival suggested the idea for them and furnishes an excuse for their maintenance.

They show, however, how entirely the spirit of Carnival has invaded the life of the city in its every department, from the toboggan slide to the dancing floor. The rule of the King is universal; and where ever it penetrates it promotes good-fellowship and entertainment and gives new causes for being merry.

No monarch in history has had more willing subjects or made his reign more loved than King Borealis.

* * *

One feature of the street life of Carnival which should not be forgotten is the Carnival parades.

First there is the parade when the Ice King comes to take possession of his throne. Then there is a parade when the Fire King marches with all his forces to make assault upon the citidel. But during the season of Carnival many similar occasions turn up whereto processions are appropriate. And every occasion is taken advantage of.

For these every club turns out in fullest force, each club in its peculiar uniform and gay with banners and torches. All the bands of the city are pressed into the service to furnish music for the march. The sidewalks are thronged with spectators, and the roadways for miles are but a mass of gorgeous colors and waving flags.

But the great features of the parades are floates. The clubs vie with each other to see which can produce the most beautiful tableau, and handsome prizes are awarded to those who carry off the honors. The floates, in preparing which neither time nor money is spared, are chiefly allegorical of some event in Northwestern history or myth. The land is rich in myth and Indian lore; and with all the whole Northland to draw upon, for symbolism and allegory it is not strange that the Carnival processions in St. Paul are beautiful.

The rivalry of the different clubs, too, and the fact that each club has its own separate department in the parade, enables all social classes to take part in the display with almost equal enthusiasm. Ladies who would not dream of taking part in any pageant of a public or municipal character appear on the float of their particular social club, when all their friends will be round them, with as good a grace as they would take part in *tableaux vivants* for the benefit of a fashionable charity.

The place of honor in the float of one of most fashionable clubs is regarded much as a place on the box seat of the leading four-in-hand at a meet of the New York Coaching Club.

With this universal support and so much enthusiasm to teach them the Carnival parades could not well help being a success.

And they are a success—worthy pageants for the train of the mighty potentate, King Borealis.

* * *

The Carnival of 1888 promises to be even more thoroughly a success than either of the two which have gone before. The association has been successfully reorganized and placed on a permanent basis. Experience has taught the officers the best methods of work. The people have come to better understand the full attractions and advantages to themselves, the city and the whole Northwest

For that the Carnival is of advantage to all these there can be no question. The highest and best use which it serves is its immediate and most obvious one—of promoting good-fellowship, providing recreation and increasing health.

But its commercial benefits—regarding it simply as a financial investment on the part of the city—are hardly less conspicuous. From all parts of the Union loads of visitors flock to to the city, with a result of an immediate increase in the bulk of the city's business. Every man or woman who comes finds enjoyment; and it is imposible for any one on going away not to speak well of the city in which two such happy weeks were spent. So it advertises the city and the whole Northwest in the best of ways.

Every visitor who comes is as much surprised at the solidity of the commercial institutions, and the city's business life, as he is at the proverbial energy and enthusiastic push of the Northwestern nature. The first glimpse of the great Twin Cities of the Northwest, with their population of three hundred and fifty thousand people, is a revelation.

Never in all her history has St. Paul grown so rapidly or so well as in the year and a half just passed. And to the enthusiasm begotten of Carnival time—both at home and abroad—the development is to be chiefly traced.

A merry Monarch indeed is King Borealis—fond of riot and revellings and of good living. But he has also a pretty shrewd business instinct.

And the people do not like him any the less for that.

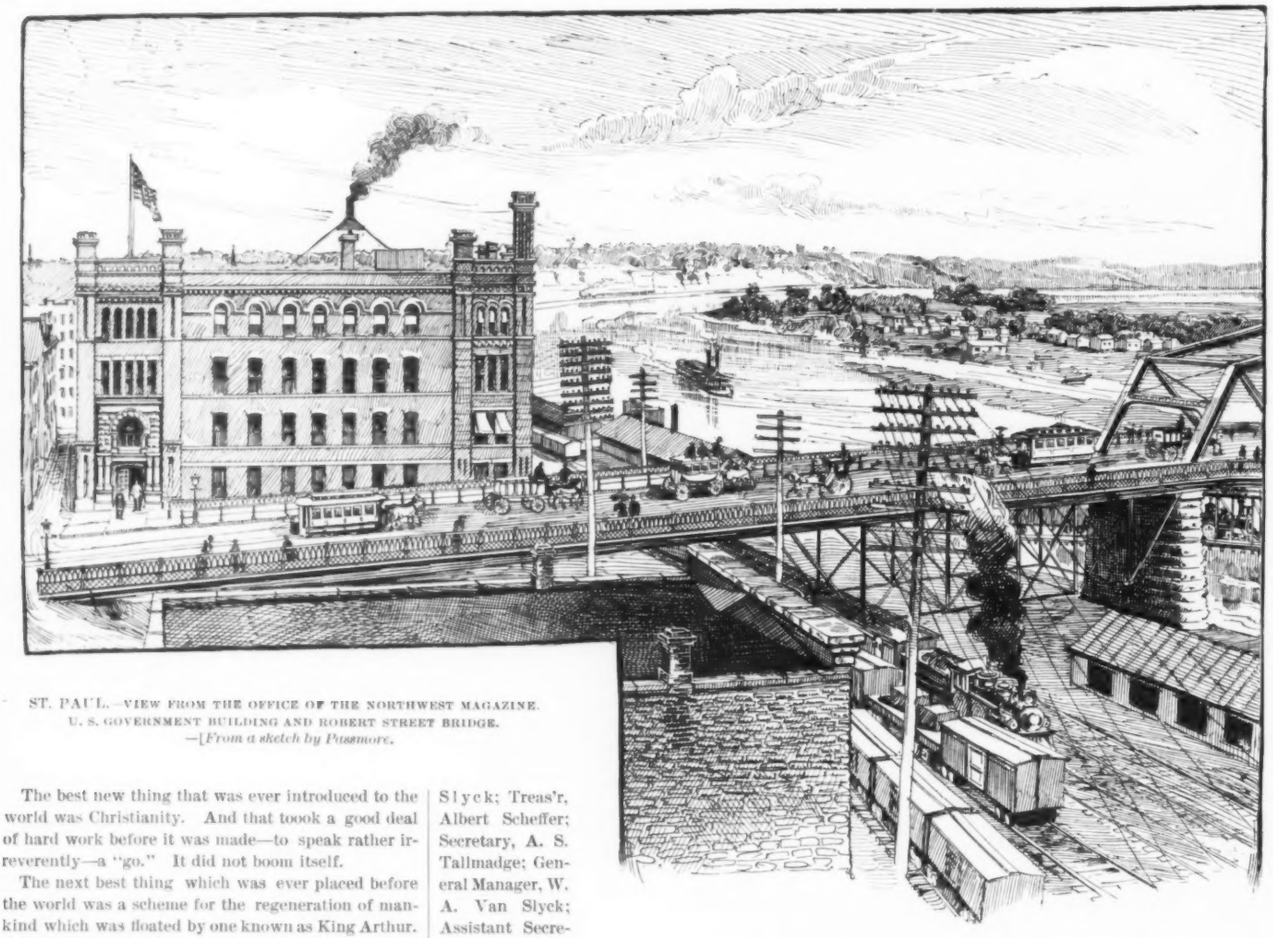
* * *

The Carnival has been so supremely successful that there is strong temptation to believe that it could not help being a success—that it has so many intrusive merits that it only had to be once started to "boom" itself through.

But whoever thinks this is very much mistaken. In these matter of business calculation and hard work, nothing ever booms itself. Perhaps this was the case in all ages.



A CORNER OF THE ST. PAUL MARKET HOUSE.—[*From a sketch by Dinger.*



ST. PAUL.—VIEW FROM THE OFFICE OF THE NORTHWEST MAGAZINE. U. S. GOVERNMENT BUILDING AND ROBERT STREET BRIDGE.
—[*From a sketch by Passmore.*

The best new thing that was ever introduced to the world was Christianity. And that toook a good deal of hard work before it was made—to speak rather irreverently—a "go." It did not boom itself.

The next best thing which was ever placed before the world was a scheme for the regeneration of mankind which was floated by one known as King Arthur. A good deal of hard work and hard fighting was put into that. The scheme had good men behind it—the Arthurs and Launcelots and Gawains and Percevals—and good women too. They had all the social prestige which white samite and holy grails could lend to help them. But they failed to make a "go" of it. The Round Table did not boom itself.

From Christianity to a patent car-coupler there never was, and never will be, a new thing introduced to the world which can be made to "go" without hard work. The St. Paul Carnival is a spontaneous, riotous, exhilirating thing now. But there were days and weeks and months of hard work—just commonplace, grinding, monotonous, discouraging toil—put into it before it "went." Champagne is a delightful thing. It sparkles and bubbles simply because it cannot help it—just like the Carnival. But have you ever thought of all the labor, brain-work and brawn-work, which went into the tilling of the soil and planting of the vines and the tending them and guarding them from the phylloxera and other pests (a good deal worse than the ice bug), and the gathering of the grapes and the pressing of them, and the making of the wine and the bottling of it, and the putting on the market and the fighting of rivals and competitors—have you ever thought of all the time and trouble and thought and capital that was expended to put that drought of liquid merriment upon your table?

The tillers and the tenders and the merchants who wished that you might enjoy Carnival deserve some gratitude. If they had not been the right kind of men and had not worked hard, Carnival would never have boomed itself to success. As it chanced the best men in St. Paul took hold of it.

The first set of officers and board of directors of the Ice Palace and Carnival Association were elected on November 2, 1885. They were as follows:

President, George R. Finch; First Vice-President, George Thompson; Second Vice-President, W. A. Van Slyck; Treas'r, Albert Scheffer; Secretary, A. S. Tallmadge; General Manager, W. A. Van Slyck; Assistant Secretary, J. H. Hanson. The above with Daniel R. Noyes, H. C. Ives and John Summers constituted the Executive Committee.

When the terms of these expired, new officers and directors were elected on November 1, 1886, as follows:

President, L. H. Maxfield; First Vice-President, Dennis Ryan; Second Vice-President, A. Allen, Treasurer, Albert Scheffer; Secretary, George Thompson; General Manager, W. A. Van Slyck; Assistant Secretary, J. H. Hanson. These with Daniel R. Noyes, H. C. Ives, John Summers, D. A. Monfort and J. S. Robertson made the Executive Committee.

These were succeeded by the new officers elected on November 23, 1887:

President, George Thompson; First-Vice President, W. A. Van Slyck; Second Vice-President, F. B. Clark; Treasurer, Albert Scheffer; Secretary M. D. Munn; Assistant Secretary, J. H. Hanson. These with L. H. Maxfield, J. S. Robertson and A. S. Tallmadge are the Executive Committee.

So the men who took hold at the outset and worked hard for the first Carnival are in charge, most of them, still. As they have made a success of it so far, they will make it a success again and again and again.

They are the men who builded the throne and have supplied the privy councils of His Majesty, King Borealis.

Long live he and they! HARRY P. ROBINSON.

HURRAH FOR THE SLIDE.

The rinktum has vanished,
The skatum has fled;
The rollum is banished,
The wheelum is dead.
Tobog's now the daisy
That now rule's the day;
Let's tobog till we're crazy,
Ri-tu-ral-li-la!

SHAKESPEARE ON ICE.

A Montreal paper prints the following, entitled "Tobogganing, or Shakespeare on Ice:"

Tobog or not tobog—that is the question;
Whether 'tis wiser in a man to shuffle
O'er slides and slip-ups of uncleaned sidewalks,
Or to take sled against a hill of ice, sir,
And by a scoot-down, get there! To slide; to slip;
To soar; and by that slip to reach the end,
The wind-up, and the thousand bruising bumps
That flesh is prone to—'tis a combustication
Devoutedly to be wished! To slide; to slip;
To slip! Perchance to flop; aye, there's the rub;
For in that slip down hill what scrapes may come;
When we have scratched up all this mortal hide,
And skinned our paws; there's the respect
That makes calamity of that long slide;
For who would bear the cuts and smarts of coasts;
The stearer's wrongs, the starter's stupidity,
The pangs of o'er-turned loads, the crushed-up sleigh,
The twenty-five cents out, and the smarts
That patient merit bears when sweet girls snicker,
When he himself might his quietus take
Off a toboggan? Who would ride a sled,
To scoot and gasp under a horse blanket,
But that the dread of not being fashionable—
That awful *bete noir*, from whose frown
No tobogganer returns—masters the hill,
And makes us rather take the ills we fear
Than fly in haste from the toboggan slide!

LET HER SLIDE.

I love her with an ardor
That naught on earth can tame—
The outburst of my passion
Is like old Etna's flame;
In short, I quite adore her,
She's dearer far than life—
So keenly pulse the love throbs
That in my heart are rife;
And yet, this eve I take her—
My sweet, my pet, my pride!
Amid the swift toboggans,
And there—I'll let her slide!

WINTER'S VISIT TO THE PIONEER.

"In my snug sod house by my fire of grass
The evenings long I cosily pass,
Laying my plans for the coming spring,
Which a boom, they say, must surely bring.
I made a good crop in eighty-seven—
I'm several hundreds nearer heaven,
For I came alone, without my wife
And babe—they're the chief joy of my life.
The Eastern dude might this house despise,
But, were the folks here, no paradise
Could tempt me to leave it. When they come,
I'll soon build a larger, finer home,
There's no doubt about it. Every day
Some real estate hustler comes this way,
And wants my land for a railroad town;
But I didn't come here and hold it down,
And for two long years toil early and late,
To 'blow it all in' on a syndicate.
Not much Mary Ann! I'm here to stay,
As the salutatory fakirs say—
Here is a letter from one of them now,
Who wishes to write me up, and tell how,
In the march of empire, this very farm
With knightly laboring men will swarm,
And capitalists will grovel around,
Greedy to get every foot of ground;
But I'll not bite. If there is anything
In the dandy boom that's due next spring,
I'll take a slice of the promised pelf,
By platting the ground in lots myself.
But if the new railroad shouldn't come,
I'll make my crimson harvester hum,
And, as honest work doth ever avail,
I'll succeed, though the boom itself may fail."
Thus quoth a sturdy young pioneer
On God's own soil, the Northwest frontier.

He had tried every section in its turn,
Had toiled where the tropic sun doth burn,
Had delved in the mines of Mexico,
Tested the realm of Geronimo,
Had tried California for fruit
But the "glorious climate" didn't suit,
Had hied him thence to "magnolia land,"
But Florida was too rich with sand;
Then, tired of foot and of heart right sore,
Returned to the bleak New England shore,
But found all changed in his native town;
Everything seemed so contracted grown!
In his former haunts there reigned a hush—
The boys all had "lit out for taller brush"
He was "broke" and nothing could get to do,
And had to start out in life anew;
So he left his dear ones both behind,
And braved adversity's bitter wind,
Finding at last the land he liked best,
He stopped in the golden glad Northwest.

"Dear wife," he wrote "as I sit to-night,
The moon—my private electric light—
Beams in through the window, full and free,
Gilding our baby boy's Christmas tree
With wondrous splendor. You know, my dear,
The child has not missed a single year,
Since the happy winter when he was born,
In having a tree on Christmas morn;
So, though you are far away from me,
I've not neglected the Christmas tree.
You'd smile to view the way it's dressed up;
For me there's a picture and shaving cup
(They're 'chestnuts', but they do not seem old),
For you there's a little bag of gold;
For Tot there's a figure of Santa Claus
I made of a pumpkin, some sticks and straws;
A jollier Saint you never did see,
If good nature goes with rotundity.
The surplus I send brings me to hard pan—
You'll use what you need, and save all you can;
For my heart is set on having you here,
Before I have dragged out another year."

He paused, and looked long and earnestly
At the grotesque diminutive effigy,
Smiling to think what capital fun
'Twould be to inspect it with his son;
Then sighing deeply with loneliness,
As he missed the mother's fond caress,
And the words of love that filled his ears
With music during the darkest years,
Till his pen-hand dropped, his eyes grew dim,
And a drowsy spell stole over him—
The moon crept around and bathed his head
And within his brain a fantasy bred.

He dreamed that a loud knock broke his rest,
And he ope'd the door to a midnight guest.
"Come in! Whoe'er you may be I don't care;
I'm, most blue enough to welcome a bear—
You somewhat resemble one, I'll bet my bacon
Your fur overcoat from a white bear was taken,
The cape is—what! ermine? Eh? Are you a king?
Shake hands, pardner. Y-e-s, here's your signet ring.
Come in—to the light, till I look at your crown—
Ice! Ice! Speak old Boreas, why come ye down
From your throne 'in the ultimate climes of the pole?'
But you're welcome, thrice over, you are, 'pon my soul!"

"Thanks," said the bright presence, "Don't care if I do;
I'm always right happy to greet chaps like you.
I sighted your fort as I marched overland,
And paused on the way for a grasp of your hand.
You knew, when you builded, what you were about,
For it's strong enough at all points to keep me out.
At home I'm no king, but plain Mr. Winter,
Plain as an old snow-shoe, or as a tramp printer;
But when I go forth on my annual jogs,
To please the good people I put on these togs."

"You're a king every inch!" cried the host with delight,
And the words were re-echoed far out in the night.

"If so," said the guest, smiling, "let it be known
That my sway is for good in the temperate zone.
There are millions of acres in my domain
For men, who'll acknowledge my prosperous reign,
To have for the asking. And now for a song—
I know you will like it, because 'tisn't long:"

He raised his hands and opened well his mouth,
And with a deep, rich melody sang forth:
"'For fierce and false and fickle is the South,
And dark and true and tender is the North,

'Tis I who make hearts tender, warm and true,
For friends are weak whose hands no toil have worn;
My outward frosts your inward fires renew;
My winds are tempered to the lamb that's shorn.

I plant the love of freedom in your youth;
I make them work, and working makes them strong,
And strength breeds health, and health a love of truth,
And truth abideth not with hate and wrong.

'Tis energy which makes our nation great,
And, though the South be beautiful and grand,
There is a registered decree of fate—
The North forevermore must rule the land!

Yet I am not unhonored at the South,
Where people know what sorrow is and pain,
For when they faint from fever and from drouth,
I go to their relief with frost or rain.

And many have come to abide with me,
And more will come, when it is better known
That in this 'empire' men indeed are free,
And friendship has a meaning in this zone."

The guest ceased singing, and for a time
A viewless chorus chanted the rhyme.
The host sat silent. A drowsy feeling
Again seemed irresistibly stealing
Over his faculties, in a way
That stopped the words he had wished to say.

"I note you are sleepy," the visitor said,
With a gust of laughter that shook from his head
A shower of crystals, which fell to the floor
And sparkled like jewels and precious ore.
"'Tis a part of my mission rest to bring—
I am built for just that sort of a king.
The monarch, or subject, whose head can rest
In sleep will, when waking, succeed the best.
I've induced the railways to cut their rates
From all points in the United States;
If you've any absent ones who are dear,
Now is your time to bring them out here—
Christmas, you know, comes but once a year.
The wind has changed, and snow is flitting,
And I must get right down to my knitting.
I have an appointment made with St. Paul,
Where I'm to preside at the Ice Carnival,
And, as I have not disappointed them yet,
I'll bid you good-bye. Am glad that we met."

The guest, or the gale, seemed to slam the door,
And the sturdy pioneer heard no more,
Till his eyes unclosed at the peep of dawn,
When he found that his royal friend had gone,
And the grotesque form by the Christmas tree,
That last night leered so ominously,
Now smiled at him quite bewitchingly.

HUGH A. WETMORE.



"HE DREAMED THAT A LOUD KNOCK BROKE HIS REST,
AND HE OPED THE DOOR TO A MIDNIGHT GUEST."

ST. PAUL.

BY WILL HUBBARD-KERNAN.

Once in the dreams, in the vague, vast dreams of a singer strong there came
A vivid vision of unknown lands, over unknown leagues away,
And Prophecy fired his inner-soul with her own immortal flame,
And he made forecast of the miracles that we realize to-day.

He saw him the lands new, marvelous, in the Wonder-West, and, lo!
They spread from the passionate zone of sun to the pulseless zone of snow;

And, midway, there were the hills where we
Walk in our pride to-day,
And the valleys of verdure, fair and free,
That swept to the sky away—
To the jasper rim
Far, vast and dim
Of the splendorful sky away!

He saw it just as it came from God
In the glad, fresh morning years,
With never a grave in its soft, green sod,
And never a trace of tears;

And never a crime, with its touch of red
Heart's blood on the blossoms there,
And never a hiss of hate that sped
To poison the sweet, pure air.

But a Soul was missing from cliff and scar,
From the woodland and the wave,
And the solitude! It was sadder far
Than is any grief or grave;

For the voice of man was unknown—unknown,
As it trembled in tones of love,
And linked the land with the Glory-throne
Of God in the Blue above;

Unknown were the sacrifices high,
Unselfish, and brave, and sweet,
That leadeth a man for his love to die
In the dust at his loved one's feet;

Unknown were all the impulses proud,
Immaculate and sublime:
The Honor that would prefer a shroud
To a sceptre that's bought with crime;

Unknown the surrender that self hath made,
The lealty to a trust,
That walks through the fierce flames unafraid
For a cause that is grand and just.

And, hark! As the singer looks, his hand
On his harp is laid, and he,
Smiting its strings, upsings a grand,
Great song of a time to be:

***

Hosannah! Lift up the bright palm branches higher,
For man marches forward through flood and through fire,
Till there, on those beautiful hill-tops untrod
He shall feel on his forehead the glory of God!

His hand shall transfigure that wilderness, till
A city of splendor, with progress a-thrill,
Like magic shall rise, and its radiant birth
Be a tale that is uttered all over the earth!

Its light shall sweep onward and out through the world,
Till the last chain is broken and battle-flag furled,
And Liberty rules in all realms and the race
Leaves the gutters and gloom for the glories and grace,
And the serf, as an equal, his sovereign face!

***

He hath passed to fields Elysian,
He the singer and the seer,
But the City of his Vision:
IT IS HERE!

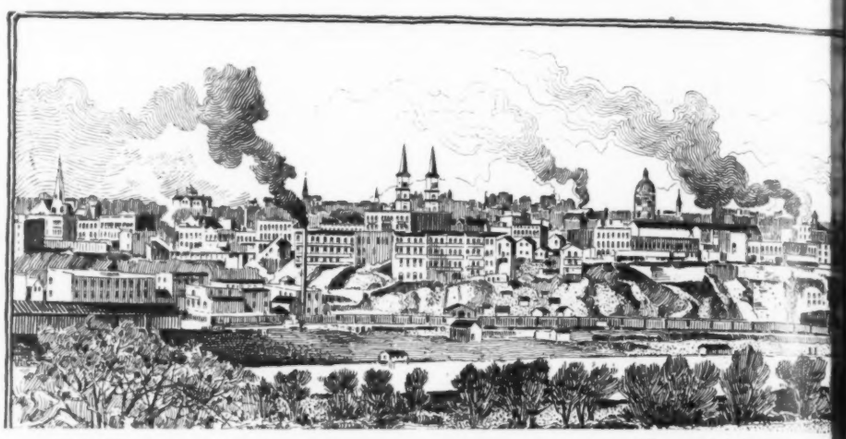
THE BEAUTIFUL SNOW.

Blast the snow! the hard trodden snow
That I must shovel when home I go.
Piled on the sidewalk by winds that blow,
I hate this alleged beautiful snow.

Out from my bed in the early morn
I crawl to swear at the day just born,
And armed with a shovel outside I go
To injure my spine by shoveling snow.

The poets that sing of the beautiful snow
Have heads that are made of unbaked dough.
Had they shoveled their walks a couple of times
They'd never have written their slushy rhymes.

For what sane man can worship the muses
With a sore backbone and a hand full of bruises?
For me there is naught but travail and woe
In a sidewalk that's covered with beautiful snow.

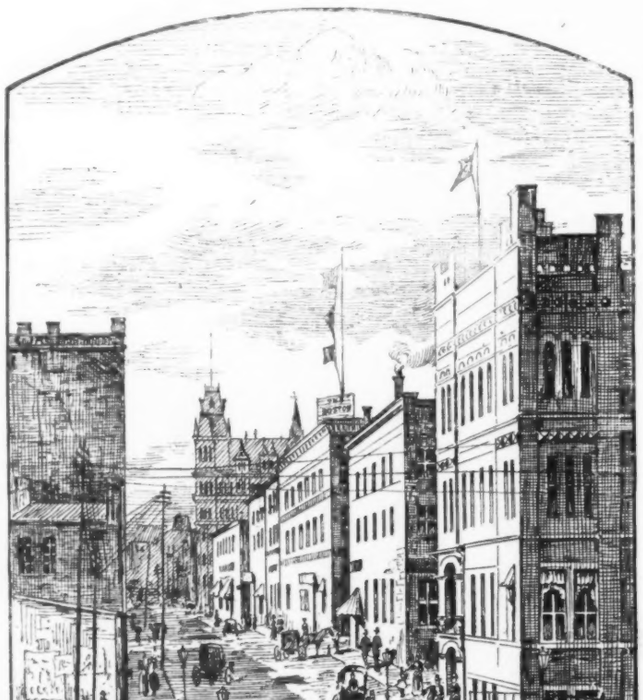


ST. PAUL.—A RIVER FRONT VIEW FROM PROSPECT TERRACE, WEST ST. PAUL.—[*From a photo by Warner.*

ST. PAUL'S GROWTH.

THE CITY'S BUILDING RECORD FOR 1887.

The most remarkable feature of the growth of St. Paul in 1887, is the improvement in suburban property. Nearly four million dollars have been expended in substantial building in North St. Paul, South St. Paul, South Park, St. Paul Park and Gladstone. The most notable of these is North St. Paul, where ten months ago there was nothing but a big farm of 1,200 acres, with no other buildings upon it except an old farm house and barns. This property was purchased by the North St. Paul Land Co., in May last, and since that time a city of no mean proportions has been built upon it. The place now has a population of nearly 2,000 persons, all of whom have comfortable homes, and who are all engaged in work at the numerous factories which have been erected there. There has been expended in substantial improvements, during the year, a little more than $600,000. Of this amount $275,000 have been invested in manufacturing interests alone, and $340,000 for the erection of residences, stores, churches, railroad stations, and other buildings. The town has a handsome hotel, which cost $12,000, a good brick school house and five churches, which cost $3,000 each, a town hall, all substantially built and supplied with modern conveniences of every kind. The most prominent manufacturing concerns, which have located in North St. Paul during the year, are the following, with the cost of their respective buildings: Luger Furniture Co., $65,000; Beach Wagon Co., $50,000; St. Paul Iron Co., $35,000; St. Paul Casket Co., $20,000; Harris Mfg. Co., $16,000; North St. Paul Brick Co., $15,000; Cramer & Coney's Box Factory, $12,000, and a number of smaller institutions. The North St. Paul Cottage Company has erected eighty-seven comfortable cottages at a total cost of over $100,000, in addition to the large number of houses that have been built by individual owners.

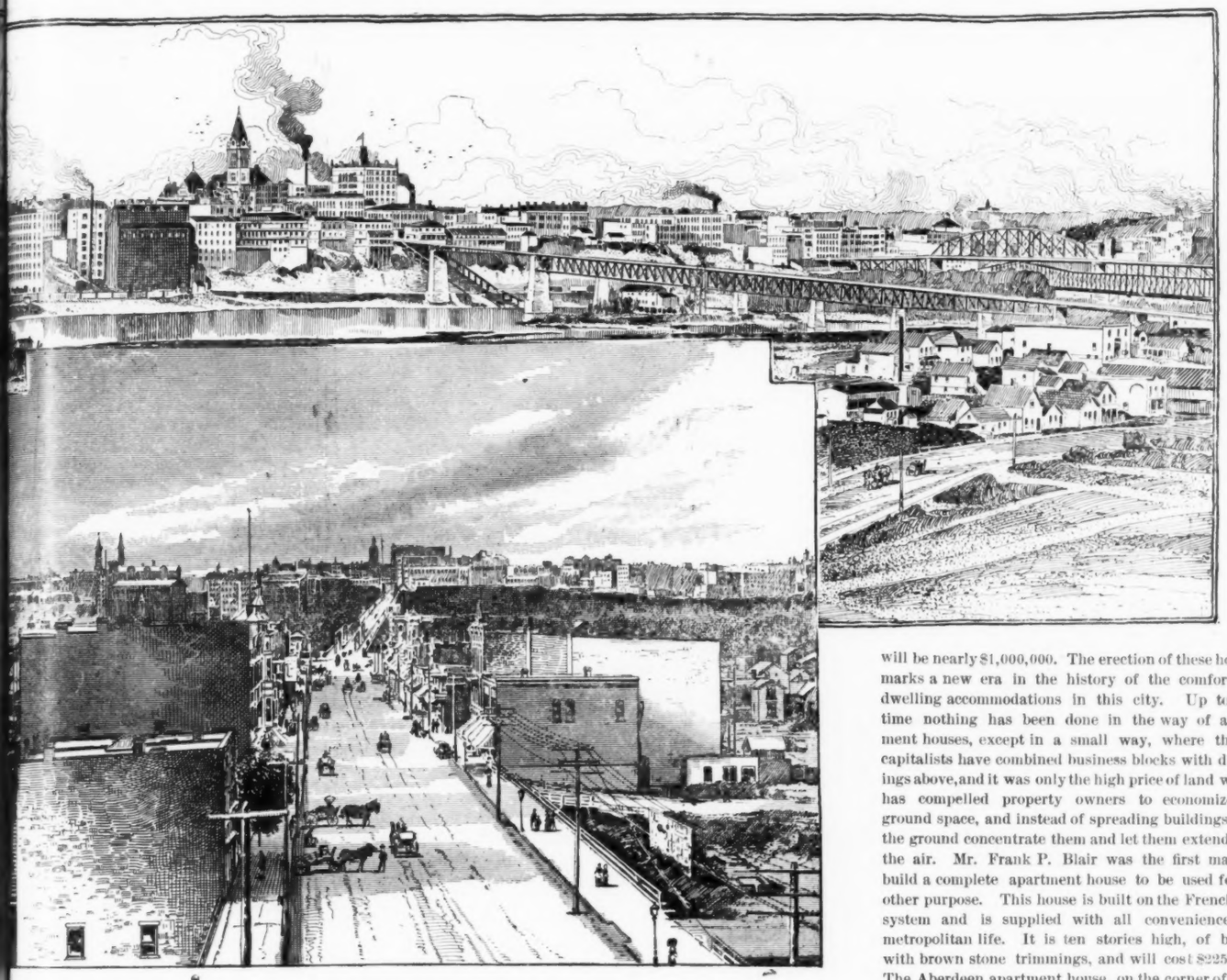


ST. PAUL.—ROBERT STREET FROM THE BRIDGE.—[*From a sketch by Dinger.*

While North St. Paul beats all the suburbs, in the number of buildings, more money has been expended in South St. Paul, and at the Union Stock Yards, than at any other place. There have been expended for improvements in the Union Stock yards alone, over one million dollars, in addition to the $200,000 spent the year before. Nearly all this money has been put into enormous buildings for hogs and beef packing, which include all the equipments to carry on the business on a very extensive scale, besides the out buildings, sheds and pens for the care of stock. The yards now have a capacity for taking care of 23,500 head of stock of all kinds, and the pork packing buildings now erected and ready for use, have a capacity of 3,500 hogs a day. These large investments at the Union Stock Yards have helped the growth of South St. Paul proper. The record for the year shows improvements to the value of $120,000. The most important of these is the Union Stock Yards Exchange a four story stone building $50,000, and the Mannheimer Block $10,000 and an $80,000 hotel, five $3,000 schoolhouses, and a number of dwellings ranging from $1,000 to $2,500 each.

South St. Paul without any bluster or noise, has made wonderful growth during the year.

PRINT IN BINDING



A GLIMPSE OF THE CITY FROM THE WEST SIDE—VIEW LOOKING DOWN DAKOTA AVENUE AND ACROSS WABASHA STREET BRIDGE.—[*From a photo by Warner.*

Nearly $140,000, has been paid out for permanent improvements in that suburb since January last. About $25,000 of this amount has been expended for manufacturing interests, and the rest has been put into dwellings.

St. Paul Park, like North St. Paul, is distinctively a manufacturing suburb. Nearly $300,000 have been expended at that place during the year, of this amount $135,000 have been put into factories, $22,000 into stores, five hotels which cost $15,000, a brick passenger station which cost $4,000 and the remainder has been spent on residences. Of these, sixty-nine have been completed and nearly all occupied and there are now thirty-five stone foundations in the ground which will be built upon early next spring.

The suburb of Gladstone, out at the junction of the St. Paul & Duluth and the Wisconsin Central roads has not been heard of very often during the year, but it comes to the front with a total expenditure of nearly $100,000. All of this except $12,000 have been put into railroad shops and factories.

In spite of the lateness of the season in which building operations were commenced last spring, and the vexatious strike in nearly all building trades, St. Paul has made greater advance in building during the past year, than in any previous year of her history. No more solid or substantial growth has ever been made. The buildings erected during the year are generally of the highest class, many of them being of a character that would do credit to cities of three times the size of St. Paul. Over one hundred buildings have been erected during the year whose individual cost exceeds $10,000. Many of these are residences running all the way from $10,000 to $500,00. While the greatest number of buildings have been erected in the suburbs adjacent to St. Paul, all of which are a part of of the city, the character of these buildings are all creditable. The building inspector's report show that permits have been taken out for about 4,000 buildings in the city proper. The total valuation of these buildings is a little more than $11,000,000, an advance of $2,000,000 over the year previous, and $5,000,000 over the year 1885. Of this amount nearly $7,000,000 have been spent in building within the city limits proper, that is to say in the eleven wards which constitute St. Paul. While the advance has been chiefly in the line of manufacturing institutions, the solid business interests of the city have not been neglected. As stated, over one hundred buildings whose individual cost exceeds $10,000 having been erected, and nearly all of these are in the city proper. Among the most notable are the following: The Manitoba Railroad general offices, $135,000; Schutte's six-story block on Jackson Street, $70,000; the addition to the Ryan Hotel, $300,000; the New York Life Insurance Company's ten-story block, Sixth and Minnesota, $500,000, and a large number of minor business blocks ranging in value from $20,000 to $50,000. There has been expended on the Court House $212,000, and a little more will probably be spent next year. The total cost of this building will be nearly $700,000. The most notable buildings in the city are the three apartment houses, one of which has been completed, another in course of erection, and the foundation started on the third, whose aggregate cost will be nearly $1,000,000. The erection of these houses marks a new era in the history of the comfortable dwelling accommodations in this city. Up to this time nothing has been done in the way of apartment houses, except in a small way, where thrifty capitalists have combined business blocks with dwellings above, and it was only the high price of land which has compelled property owners to economize on ground space, and instead of spreading buildings over the ground concentrate them and let them extend into the air. Mr. Frank P. Blair was the first man to build a complete apartment house to be used for no other purpose. This house is built on the French flat system and is supplied with all conveniences of metropolitan life. It is ten stories high, of brick, with brown stone trimmings, and will cost $225,000. The Aberdeen apartment house, on the corner of Virginia and Dayton Avenues, in course of erection by Mr. J. J. Watson leads all others in size. This house is ten stories high, with a frontage of 143 feet on one street, 106 on another. It is built largely of Ohio sand stone with brick trimmings, and the interior arrangement is complete in every detail. This house will cost nearly $500,000.

Another apartment house, designed exclusively for bachelors, will be erected on St. Peter and Tenth Streets. It will be six stories in height, the first and second stories entirely of brown stone and jasper, while above will be English brown brick. This house will cost over $200,000.

The educational interests of St. Paul have received more attention during the past year than any other single interest. Sixteen public and private school buildings have been erected, all of the most extensive character, and provided with every modern convenience known for the comfort and health of scholars. The total cost of these buildings foot up to nearly $375,000. The most important of the private institutions is Macalester College, a fine three-story brick building at Macalester Park, which cost $60,000 and the Hall of Science, an addition to Hamline University, at a cost of $30,000. The Board of Education have erected ten public school building within the city limits, none of which cost less than $16,000, and the most expensive one reaching $30,000. Probably no city of equal size in the United States can compare with St. Paul in the matter of educational buildings during the past year.

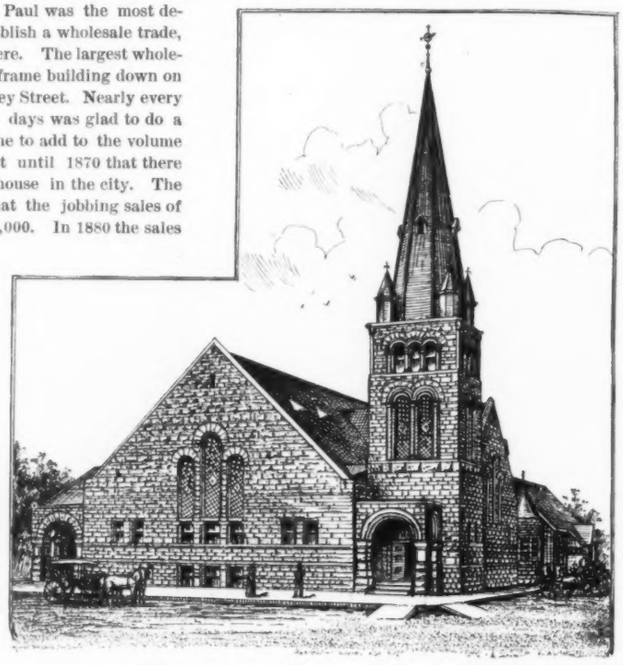
There has been less church building than usual during the past three or four years, although the rea-

son is not easily accounted for. It may be that the people are too busy making money to take time to build churches, or it may be that the supply is already large enough for present purposes. However, the showing is not a bad one, the total for the year footing up about $100,000. Among the most prominent churches built in 1887 are the church of St. Joseph's Episcopal, a handsome brick which cost $16,000, the brick church and chapel of the First Sweedish M. E. Church, $12,000, and about twenty-five smaller churches ranging in cost from $1,500 to $7,000.

The increased cost of land has driven manufacturing concerns to seek locations outside the city proper. Shrewd capitalists who have anticipated events advance have not been slow to take advantage of the situation, and during the past two years several important suburbs have been laid out with the special view of accommodating large manufacturing interests. The inducements constitute cheaper land, which means more room, and equal railroad facilities with those of the city itself, and cheap homes for employees. For these reasons the growth in manufacturing interests have been very largely outside the city proper during the past year. Only twenty-six buildings for the use of manufacturing interests have been erected in St. Paul proper at a total cost of about $100,000. The most notable of these is Delaney's cold storage house, $10,000; De Coster & Clark's factory for fine furniture and interior decorative articles, $14,000, and an addition to the Bohn Manufacturing Company's works, $10,000. Aside from these the other buildings have been very small ranging in price from $1,000 to $3,000. C. M. SCHULTZ.

ST. PAUL'S JOBBING TRADE.

One of the most interesting chapters in the history of St. Paul is the growth of the jobbing trade. Many of the older merchants of the city, who are yet in business, can easily recall the days when the total wholesale business of the place was not equal to the business of one of our large dry goods or grocery houses of the present day. It was not until after the war that St. Paul was thought of as a trade centre for the Northwest. About that time a few pioneer merchants who had been in business in Mendota, Winona and Stillwater, concluded that St. Paul was the most desirable place in which to establish a wholesale trade, and removed their business here. The largest wholesale house was a two story frame building down on the levee near the foot of Sibley Street. Nearly every wholesale merchant in those days was glad to do a retail business at the same time to add to the volume of his business, and it was not until 1870 that there was any exclusive wholesale house in the city. The record of that year showed that the jobbing sales of all kinds amounted to $10,000,000. In 1880 the sales were four times that much and five years later that amount was doubled, the actual figures being $84,188,000. Last year was the most prosperous ever known in the trade, the total sales of all wholesale houses footing up nearly $100,000,000. The increase during the past year has been over 110 per cent. The growth of the wholesale trade of St. Paul has naturally followed to the rapid extensions of railroad lines all over the Northwest, and the development of a country thousands of miles in area, whose fertility is unsurpassed, and whose possibilities are but just beginning to be realized. St. Paul's wholesale merchants reach out nearly one thousand miles towards the Pacific Coast, and from five to six hundred miles northwest and southwest. The goods of St. Paul merchants can be found in almost every mining camp, cattle ranch, village and city in Montana, Dakota, Idaho, Minnesota, Northern Iowa and Nebraska, West Wisconsin, and eastern portions of Washington Territory and Oregon. 300 traveling men are employed by the wholesale houses in St. Paul, and they cover nearly every foot of the vast territory between St. Paul and the Pacific Coast, and they are able to compete successfully with Chicago houses, and in all the territory named. The strongest facts in connection with the commercial position of St. Paul, is that she has the advantage of low lake rates by way of Duluth during the summer, and the competition of six lines of railroads to the East at all seasons of the year. Within a short time St. Paul will have railroad facilities from Duluth, which in point of capacity and cheapness of rates will make her practically a lake port town, while she will derive all the benefits from her close proximity to the great bulk of population and production. With such facilities St. Paul, will be in a position to successfully compete with Chicago for much of the trade that the latter city has always held before. It will exclude Chicago from Southern Minnesota and Dakota as it is now practically excluded from Central and Northern Minnesota, Dakota and Montana. In fact much of the increase of the jobbing trade of St. Paul during the past year has been in Chicago's territory. Wholesale merchants generally say that the trade is in much better condition now than ever before. Business has been prosperous in the Northwest for several years. Large sums of money have been expended in railroad construction, new towns have sprung up, crops have been good, and productions of all kinds largely increased. The prosperity of the country has not led country merchants into reckless buying, but on the other hand there is more conservatism in trade circles now than ever before, and it is estimated that there is less than one-half of the collateral security now held by wholesale merchants than at this time a year ago. The wholesale men of St. Paul are noted for their conservative dealings, and they have always promptly checked any tendency on the part of customers to run large credits, and at no time during the past three years has there been the slightest embarrassment to any wholesale firms in the city on this account. There has been a very creditable increase in the number of wholesale firms



THE NEW DAYTON AVENUE PRESBYTERIAN CHURCH, ST. PAUL.



THE NEW BLAIR BLOCK, CORNER SELBY AND WESTERN AVENUES, ST. PAUL.

in St. Paul during the year. According to R. G. Dun & Co.'s report, about forty new firms have engaged in business, divided up among nearly all classes of trade. There are now 501 wholesale establishments in the city employing nearly 7,000 men, and doing a business of about $100,000 a year.

ST. PAUL BANKS.

Perhaps the best evidence of the great growth and prosperity of St. Paul is her banking business. While St. Paul has always maintained the distinction of being the chief banking center of the State, and the entire Northwest for that matter, she has made such strides in the growth of the business during the past few years that there is no longer any chance of dispute on that question. The business has grown very rapidly and at the same time has been conducted on a most conservative basis. Since the failure of the Bank of St. Paul in 1862 there has not been a complete bank failure in the city. The bankers of St. Paul have reason to be proud of the record they have made in that direction. It is this record which has done much toward building up the magnificent business the city now enjoys. Country banks in Minnesota, Dakota, Montana, Northern Iowa and Wisconsin keep their reserves in the St. Paul banks instead of placing them in Chicago, Milwaukee and Eastern cities as they did a few years ago. The conservative methods of the St. Paul banks and the lack of failures has inspired confidence all over the country and no other city in the United States stands higher in the matter of credits. Twenty-five years ago the entire banking capital of the State was less than $500,000. There is now in St. Paul alone a banking capital of nearly $8,000,000. The eleven banks of the city had last year $35,000,000 in resources, the average deposits being over $18,000,000. The total exchange business of the banks was $174,000,000, and their loans and discounts averaged $20,000,000. The total capital of the eleven banks is $7,200,000, and the surplus and undivided profits $2,214,000.



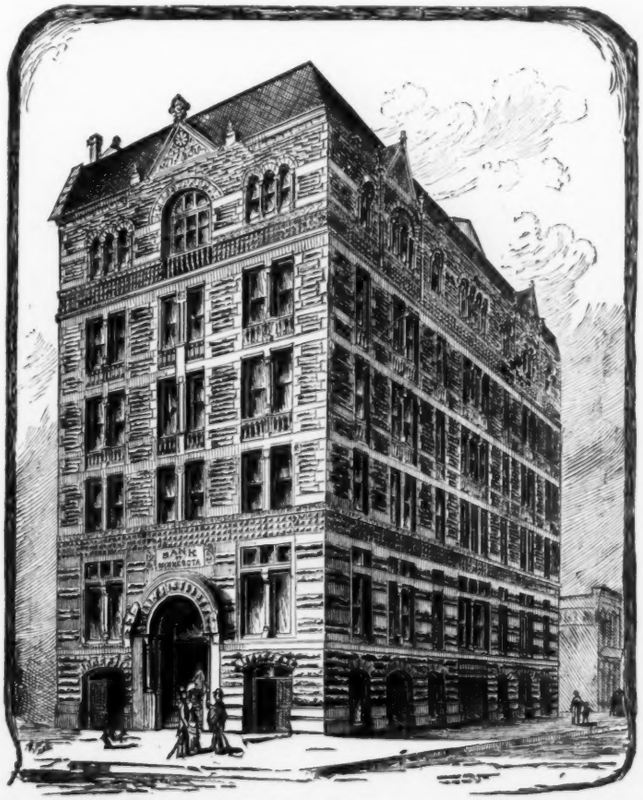
ST. PAUL BUILDING OF THE NEW YORK LIFE INSURANCE CO., CORNER SIXTH AND MINNESOTA STS. (NOW BUILDING.)

MANUFACTURIMG IN ST. PAUL.

While St. Paul has always laid claim to being the chief jobbing center of the Northwest it is only within the past three years that she has made any great pretentions toward manufacturing. About three years ago a movement was begun to increase the manufacturing interests of the city, and it has grown with wonderful rapidity and has gained great strength with every year. The big land companies which have built up numerous important suburbs to the city within that time have done more toward increasing the manufacturing facilities of St. Paul than any other one agency. They wanted people to build up their towns and realized the fact that nothing so helps the growth of population as manufacturing establishments. Liberal inducements were offered to Eastern concerns to locate in St. Paul and the result is that during the past twelve months no less than thirty-five new manufacturing establishments have come here and engaged in active business. These new concerns employ nearly $6,000,000 in their business as capital and will have added over 30,000 to the population of the city when their establishments are in complete running order. It is claimed by the suburban land companies that they now have arrangements under way that will insure double the number of new factories in 1888. There are 748 factories of all kinds in the city and suburbs and they employ nearly 20,000 persons. The total value of



FIRST NATIONAL BANK BUILDING, COR. FOURTH AND JACKSON STS., ST. PAUL.



THE BANK OF MINNESOTA BUILDING, COR. SIXTH AND JACKSON STS., ST. PAUL.

the product of all these factories during the past year was $36,000,000 an increase of over $5,000,000 over last year. The growth of the manufacturing business has been very rapid since 1882. Up to that time there was not a great deal done in this line, the total value of products for the year previous to that date being only $15,000,000. But since that time the attention of Eastern manufacturers has been attracted to the superior advantages of this city in the matter of cheaper land, cheaper homes for their employes, nearness to a market for their goods which is growing with wonderful rapidity every year, and shipping facilities which are unsurpassed. They find here every facilty for the successful prosecution of all kinds of manufacturing that they can find in the larger cities of the East and many advantages which are not to be found elsewhere. The distribution of the factories in the city are as follows: Agricultural implement factories, 15; brooms and brushes, 3; breweries, 11; brass, iron foundaries, machinery, etc., 20; book-binding, printing and publishing, 30, barrels and cooperage, 5; boot and shoes, 25; brick, 16; confectionary, crackers, etc., 3; contractors and builders, 175; creamery, 1; cigars, 37; clothing, 5; caskets, 1;



MANITOBA RAILROAD BUILDING, THIRD AND ROSABEL STREETS, ST. PAUL.



VIEW OF SIBLEY STREET, IN THE WHOLESALE DISTRICT, ST. PAUL.

drugs, chemicals and oils, 10; flour and feed mills, 4; furniture and upholstering, 12; furs, 10; gloves, 1; galvanized iron, 4; harness and saddlery, 6; marbles, mantels, stone, etc., 35; picture frames, 2; pork packing, slaughtering, etc., 50; spices, 7; sash, doors, box, planing mills, etc., 17; tinware, hardware and stoves, 13; miscellaneous factories, 200; total, 748. C. M. S.

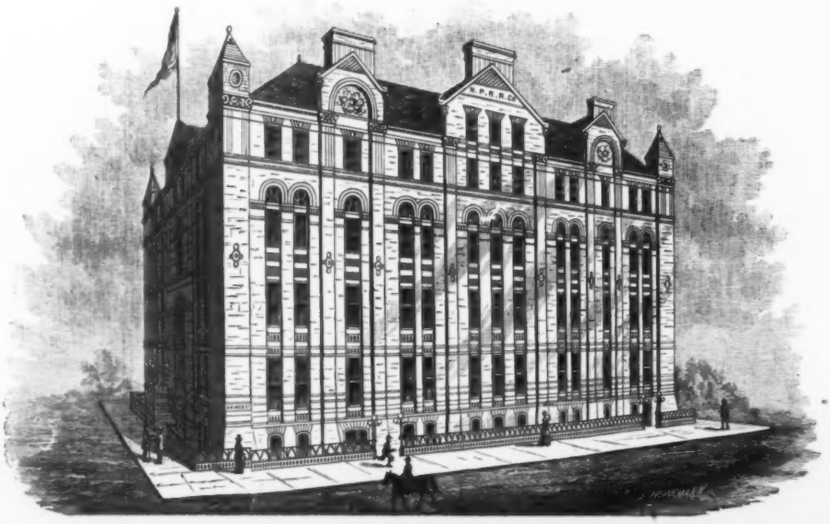
ST. PAUL'S STREET RAILWAYS AND PUBLIC WORKS.

There has been a very creditable increase in the construction of street railways during the year. The most notable new line is the cable line running from Broadway, up Fourth, Third and Selby Avenue to Dale Street, a distance of two and a half miles. The line was finished about the first of December and will be in active operation sometime during the month of January. The line is a double track one and cost about $100,000 per mile. Other horse car lines have been built, sufficient to bring the total mileage up to fifty and a half now in operation in this city. Another cable line running from Dayton's Bluff to St. Anthony Hill is contemplated for next year, and the Street Railway Company has promised to make liberal extentions of horse car lines into new territory which has been opened up during the past year and which now need better traveling facilities.

The rapid growth in population, building and general improvement in 1887, has taxed the capacities of the public works department to keep up with the city in the matter of paving, water and gas mains. There has been a prodigious amount of work done, but still the work is far behind the demand. All the principal streets in the business portion of the city have been paved with cedar blocks but there are miles more which are to be paved next year. Several of the principal residence streets on St. Anthony Hill have been paved with ashphalt and it has proved so acceptable to the residents that all that portion of the city will doubtless be paved with the same material. Eleven and one-half miles of streets were paved and seventy-one and a half miles graded last year. Miles of sidewalk, street curbing, sewers and gas mains have been laid during the year, the extent of this class of work being limited only by the ability of the Board of Public Works to do the work. C. M. S.

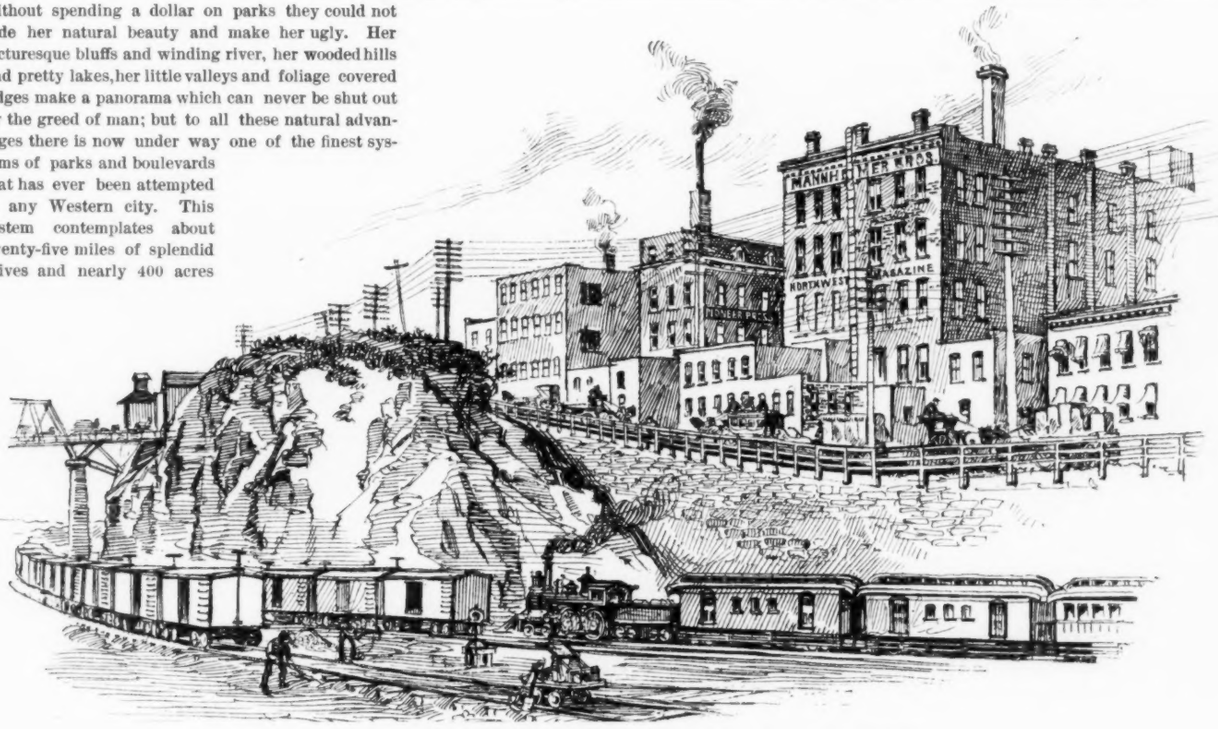
ST. PAUL'S BEAUTY SPOTS.

While the people of St. Paul have been building up a great city and getting rich at the same time, they have not been too busy to neglect the beauty spots of the place—the parks. St. Paul possesses so many natural beauties that if the people should go on piling up bricks and stone and mortar for ten years more



NORTHERN PACIFIC RAILROAD BUILDING, BROADWAY AND FOURTH STREET, ST. PAUL.

without spending a dollar on parks they could not hide her natural beauty and make her ugly. Her picturesque bluffs and winding river, her wooded hills and pretty lakes, her little valleys and foliage covered ridges make a panorama which can never be shut out by the greed of man; but to all these natural advantages there is now under way one of the finest systems of parks and boulevards that has ever been attempted in any Western city. This system contemplates about twenty-five miles of splendid drives and nearly 400 acres



PICTURESQUE ST. PAUL—A SKETCH FROM THE RIVER BANK.—[*By Passmore.*

of parks and will cost when completed over a million of dollars. St. Paul already has some half dozen pretty little breathing spots—perfect gems as far as they go—but the increasing population demands something more expensive and the plans now under the supervision of the Park Commission will fully supply the want. The park system commences at the Indian Mounds on Dayton's Bluff and extends to Fort Snelling and Minnehaha on the west side of the river returning by way of the State Fair Grounds and Lake Como. The Indian Mound's Park is on the site of the old council grounds of the Sioux Indians and commands a magnificent view of the river, up and down for miles. From there the the boulevard will run to Fort Snelling where there will be laid out a beautiful park of twenty-three acres. Two miles and a half north of Fort Snelling on a boulevard 100 feet wide will be located another park of the same size on the shores of Lake Phalen including a system of beautiful winding drives. From this park a 200 foot boulevard will lead to Lake Como about four miles distant where the most extensive park of the system is now being improved. Como Park is on the pretty little lake of that name and contains 256 acres, Winding drives will be laid out all around the lake and when it is completed will be one of the most attractive parks in the entire system. The distance from the Indian Mound's Park to East Minneapolis by the boulevard system is twelve miles and it is a delightful drive, full of pleasant surprises in landscape beauties all the way. The total park system of St. Paul embraces some twenty-four parks of all sizes, having a total area of over thirteen million square feet.

C. M. S.

ST. PAUL AS A RAILROAD CENTER.

St. Paul is the focus of the transportation system of the entire Northwest. To this vast new region it is what Chicago is to the older West—the point where merchandize is concentrated and distributed, where great railroad systems meet and connect, and where travel halts and is transferred. All the railroads that reach out from Chicago to grasp a share of the traffic of the Northwest converge here and other roads make the city their starting point for the Pacific Coast, for the International boundary, for the ports of Lake Superior and for the prairies of Western and Southern Minnesota and Northern Iowa. A single fact proclaims the importance of St. Paul as a railroad center more effectively than could many pages of explanation—namely, the fact that there are six distinct lines, controlled by as many separate companies between Chicago and this city. Each of these roads has its own belt of country for local business, but all sharply compete for freight and passenger business between the two terminal cities. Let us take these roads in their geographical order from east to west, and look for a moment at the special value of each to St. Paul.

The Wisconsin Central is a young road which began its career as a local line in Wisconsin without important terminals, and during the past two years, under the energetic management of President Colby has secured a foothold in St. Paul, Milwaukee and Chicago. It runs nearly due east from St. Paul to Abbotsford, Wisconsin, where it was joined by its Lake Superior line from Ashland and also from the Gogebic iron region. At Abbotsford it turns to southeast and south, throwing out a southern branch at Stevens Point to Portage, a short branch from Rugby Junction to Milwaukee and making a direct line from the Junction on to Chicago. Apart from its importance as a Chicago and Milwaukee connection, the Wisconsin Central is a great lumber feeder for St. Paul. Its headquarters are in Milwaukee.

The Chicago, St. Paul, Minneapolis & Omaha Railroad, popularly known as the Omaha, has its headquarters in St. Paul and is managed by E. W. Winter. Its big building on Fourth Street is one of the conspicuous structures of the wholesale district. This road is closely allied in its stockownership to the Chicago & Northwestern, and forms a very direct line from St. Paul to Chicago by connecting with the latter road at Elroy. As a local road bringing in traffic from tributary country it is one of St. Paul's most important. One of its lines runs through the Wisconsin pineries and branching at Spooner, reaches Duluth and Superior with one arm and Bayfield and Ashland with the other. A heavy lumber and coal traffic comes to St. Paul from this direction. Another road of the Omaha system runs from St. Paul to Omaha, with numerous feeders in both Minnesota and Nebraska. This line brings to the Capital City the trade of extensive agricultural regions.

The Chicago, Burlington & Northern Railroad is a part of the great Chicago, Burlington & Quincy system. This is a new road opened last spring. It follows the east bank of the Mississippi from St. Paul to a point in Illinois where it turns east and crosses the State to Chicago. It has already built up a remunerative traffic. Many towns on the Mississippi that formerly could get access to a railroad only by ferrying across the river or crossing in winter on the ice, are now brought into direct connection with St. Paul by this road.

The Chicago, Milwaukee & St. Paul road is one of



ONE OF ST. PAUL'S BEAUTY SPOTS—IRVINE PARK.



THE HOTEL RYAN, ST. PAUL.

the strongest corporations in the country and owns over 5,000 miles of road in Illinois, Wisconsin, Iowa, Minnesota and Dakota. Its line from St. Paul to Chicago crosses the Mississippi at Hastings, twenty miles below St. Paul keeps on the west bank as far down as a point opposite La Crosse, where it recrosses the river, and thence runs across Wisconsin to Milwaukee and then south to Chicago. Another line of the same company continues down the Mississippi and crosses at Prairie du Chien, and also runs to Chicago, via Milwaukee. Still another way of going from St. Paul to Chicago is to keep on down the river and cross at Savannah. There is not space here to enumerate all the lines of this company, but it has one which is especially valuable to St. Paul, apart from its Chicago lines. I refer to the Hastings & Dakota road, which runs from St. Paul across Minnesota to Central Dakota, with a diverging line from Ortonville to Fargo and numerous branches in Dakota.

The Chicago, St. Paul & Kansas City, successor to the Minnesota & Northwestern, is a St. Paul enterprise, which under the agressive management of A. B. Stickney, has grown from a local road running south from St. Paul to a point just across the Iowa boundary, into a powerful trunk line, running through trains to Chicago and Kansas City, and having a St. Louis connection. Its mileage, before the close of this year, will be close to 1,000. This energetic company has secured terminal grounds at Superior and will soon build a line from St. Paul to the head of the lake. As an outgrowth of St. Paul effort it strongly appeals to local pride.

Still another Chicago line is furnished by the Minneapolis & St. Louis, which connects at Albert Lea with the Rock Island system and runs through trains from the Twin Cities to both those points. It works in close accord with the powerful Chicago, Rock Island & Pacific Company. The Albert Lea Route, as it is called, has long been a popular line to Chicago. Locally the road drains a rich country in Southern Minnesota. Its chief offices are in Minneapolis. Having been crowded out of the St. Paul Union Depot it has a station of its own at the corner of Broadway and Fourth Street. The Minneapolis & St. Louis does the local business over the line between the two cities owned by the St. Paul & Northern Pacific Company.

Having now glanced at the roads which connect St. Paul with Chicago, let us look at those running west and northwest. The oldest of these is the St. Paul & Duluth, formerly the Lake Superior & Mississippi, the pioneer road from the head of navigation of the great river to the head of the great lake. Its President and Manager is W. H. Fisher. This short road, from its completion in 1870, has been of incalculable benefit to the commerce of St. Paul by serving as a regulator, through its lake connection, of Eastern freight rates. It has kept itself independent of all the great systems and trunk lines, content to well perform its functions of connecting the commercial center of Minnesota with the great waterway that extends from Duluth by the Lakes to Buffalo and thence by the Erie Canal and Hudson River to the Bay of New York. Much of the flour from the Minneapolis mills goes East by this route, and both the Twin Cities receive a large part of their coal and merchandise over it.

The most important of all the railroads which contribute to the trade of St. Paul is the Northern Pacific which traverses the vast hard wheat belt of Northern Minnesota and Northern Dakota, the cattle ranges and gold and silver districts of Montana and Idaho, the farming and grazing districts of Washington, and reaches the tidal waters of the Pacific Ocean, both at Tacoma on Puget Sound and at Portland, in the Columbia Basin. The mileage of the Northern Pacific branches now nearly equals that of its main transcontinental line from St. Paul to the Pacific Coast. It now operates 3,287 miles of road. The general offices are in a handsome fire proof building at St. Paul, Vice-President Oakes being the General Manager. The Board of Directors meets in New York where are the offices of President Harris, and of the Second Vice-President, Secretary and Treasurer. The N. P. has extensive terminal facilities in St. Paul and Minneapolis, and lake terminals at Duluth, Superior and Ashland.

The St. Paul, Minneapolis & Manitoba is the successor of the old St. Paul & Pacific road, which with Northern Pacific backing built two lines to the Red River Valley and went into bankruptcy in 1873. The new company extended these lines to the Manitoba boundary, and from year to year proceeded by building branches to develop an extensive system, covering pretty much the whole Red River Valley, and reaching Lake Superior by a line from St. Cloud to Hinckley and trackage privileges thence over the St. Paul & Duluth to Duluth. Last year the "Manitoba" began to further expand its system in a remarkable manner, building a line to Aberdeen in Central Dakota, and constructing with extraordinary rapidity a road from Devil's Lake, Dakota, as far west as the Great Falls of the Missouri, in Montana, where it connects with the road of an allied company, the Montana Central, running to Helena and aiming to reach Butte. This new line developes an extensive region of country lying north of the Missouri River which had hitherto been without any railway facilities. With the concentration of the Indians who hold the great reservation in Northern Montana upon smaller tracts of land, very large areas of cattle country with agricultural valleys will be thrown open to settlement and the business of St. Paul will be correspondingly benefitted. The general offices of the Manitoba are

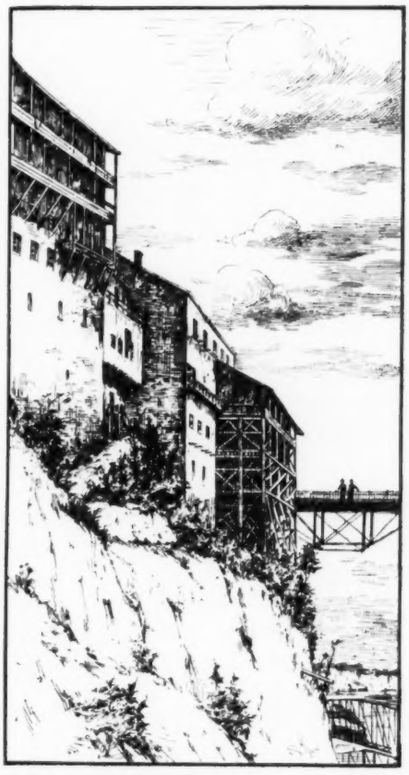


OMAHA RAILROAD BUILDING, FOURTH AND ROSABEL STREETS.

in St. Paul and are soon to be removed to the massive building just completed by the company which we illustrate in this number. The President of the company is J. J. Hill, and its General Manager is Allen Manvel. The Manitoba operates 2,685 miles of road.

Minneapolis enterprise has built two important lines of railroad during the past eighteen months which benefit St. Paul as well as the Flour City. All roads running to one of the Twin Cities seek terminal facilities in the other, and the heavy business of transferring freight and live stock from one to the other is done at the Minnesota Transfer, midway between them. These two lines are the Minneapolis, Saulte Ste. Marie & Atlantic and the Minneapolis & Pacific. Both are enterprises of Gen. Wm. B. Washburn, and they are generally known as the Washburn roads. The former runs from Minneapolis east across Minnesota, Wisconsin and the upper peninsula of Michigan to the Saulte Ste. Marie, where it connects with a branch of the Canadian Pacific, which reaches the Saulte over the new International Bridge. At the head of Escanaba Bay on Lake Michigan a new lake port called Gladstone has been created. The road was finished to the Saulte in December last. It runs through a pine forest for nearly its entire length and has opened up important new lumber resources. The motive back of its construction was the desire to secure a short route to the Atlantic seaboard independent of lines running to Chicago. Distance from Minneapolis to the Saulte 494 miles.

The Minneapolis & Pacific was built for the avowed purpose of securing a road that would bring wheat to the Minneapolis mills from Northern Minnesota and Dakota, and would have no outlet to Duluth and consequently no temptation to divert grain from the mills to the water route to the East. It runs in a northwestern direction from Minneapolis, about midway between the two lines of the Manitoba road, until it reaches the Red River Valley and then turns west across Dakota. Its present terminus is Monango, twenty miles west of Oakes, in the James River Valley, and its total completed trackage is about 300 miles. General Washburn is its President.



PICTURESQUE ST. PAUL.—BUILDINGS ON THE RIVER FRONT.

There are few if any magazine which has done and is doing as much to bring the merits and resources of the Northwest to the attention of the world as THE NORTHWEST MAGAZINE, published and edited by that veteran printer, E. V. Smalley. The motto of the publication seems to be a true one—"Devoted to Western Interests and Progress."—*Fargo Argus.*

THE CARNIVAL PROGRAMME.

Wednesday Morning, Jan. 25th.—Reception of visiting clubs; reception of Ice King at 2 p. m.; line of march from Seven Corners, where the chief of the Northlan will be met and escorted to his palace by way of Third, Sibley, Sixth, Minnesota, Eleventh and Roberts Streets. The Mayor and council, county officers, Governor staff and State officers, General Ruger and staff, visiting guests and officers of the Carnival will receive his royal highness with appropriate ceremonies. Speeches of welcome, freedom of the city, keys of the palace will be quickly exchanged and the Ice King (Hon. E. W. Durant, Stillwater,) will be turned loose on the town. In the evening, the formal opening of the grounds, toboggan, skating and other amusements.

Thursday, Jan. 26th.—Gates open at 2:30 p. m.; equipage display at 4:30 p. m., from Seven Corners down Third to Sibley, up Sixth to Minnesota, thence to the grounds, returning by way of Robert, Eighth and Sibley to Third Street; bands in attendance during day and evening; skating, curling tobogganing, skiing, etc. Evening—Indian snow shoe racing; also races by Indians and white men.

Friday, Jan. 27th.—The great International races snowshoeing, curling, tobogganing, and skating. Evening, first storming of the Ice Palace; line of march same as that already given; Colonel Robertson will relate the scientific research and labor he has been to in order to produce the fireworks, manufactured expressly for the occasion.

Saturday, Jan. 28th.—Children's day; juvenile procession, tiny clubs in uniform and schools in procession, their reception and entertainment, words of wisdom, sugar-coated; pony and dog sleighs in procession. Evening spicy programme of club announcements.

Sunday, Jan. 29th.—Grounds open free; no exhibition.

Monday, Jan. 30th.—Old settlers' day; every old-timer in the State invited; Indian procession and display of dogs. Prizes awarded to the persons making the greatest number of toboggan slides in a given time; Red River carts display.

Tuesday, Jan. 31st.—A morning of sports; parade from the Seven Corners at 2 p. m.; exhibition of floats, etc. Evening, band concert; exhibition of winter sports.

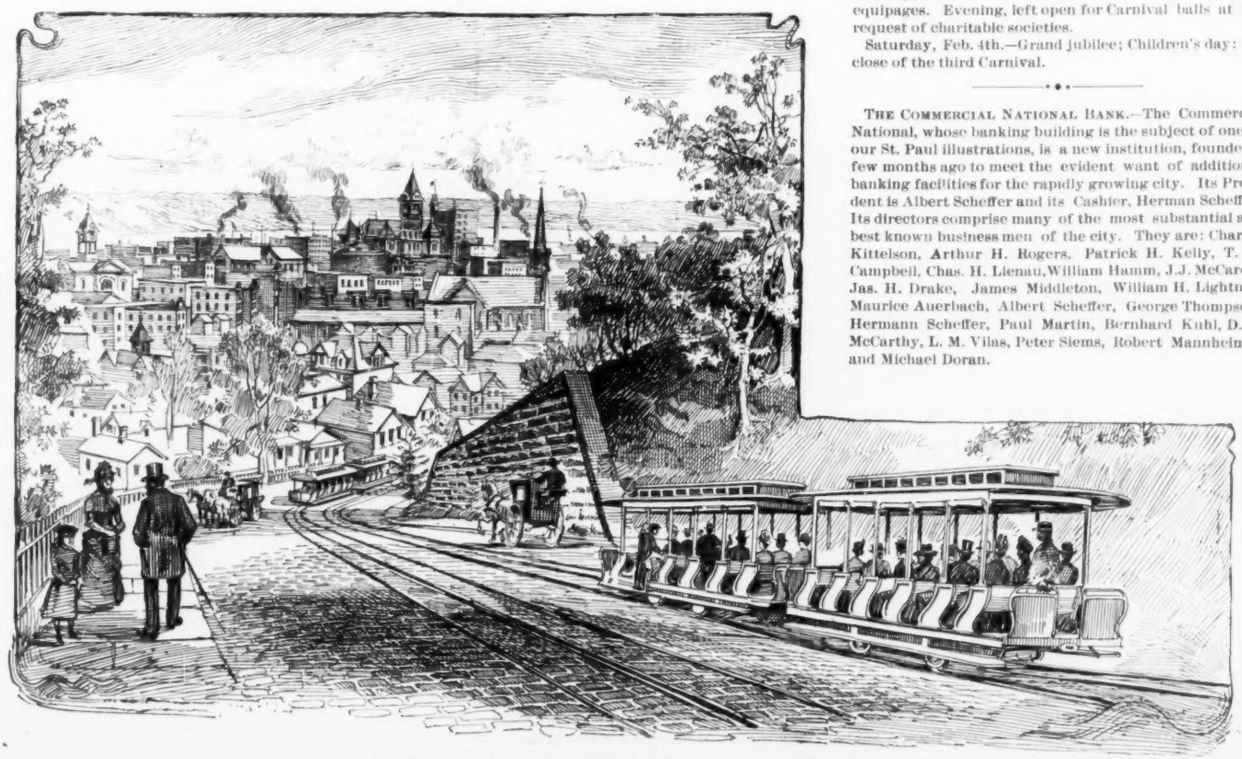
Wednesday, Feb. 1st.—Industrial parade; line of march from Seven Corners to the grounds; it will be the most collossal display of the kind ever witnessed on either of the continents. Evening, sham battles between Chippewa and Sioux Indians, to be followed by the scalp dance; illumination of the palace by colored lights; promenade concert.

Thursday, Feb. 2d.—Minneapolis day; fireworks and exhibition of clubs; competition drills and athletic exercises. Evening, storming, followed by our honored guests; "Fire King" arrives.

Friday, Feb. 3d.—Second gala day and prize day of equipages. Evening, left open for Carnival balls at the request of charitable societies.

Saturday, Feb. 4th.—Grand jubilee; Children's day; the close of the third Carnival.

THE COMMERCIAL NATIONAL BANK.—The Commercial National, whose banking building is the subject of one of our St. Paul illustrations, is a new institution, founded a few months ago to meet the evident want of additional banking facilities for the rapidly growing city. Its President is Albert Scheffer and its Cashier, Herman Scheffer. Its directors comprise many of the most substantial and best known business men of the city. They are: Charles Kittelson, Arthur H. Rogers, Patrick H. Kelly, T. B. Campbell, Chas. H. Lienau, William Hamm, J. J. McCardy, Jas. H. Drake, James Middleton, William H. Lightner, Maurice Auerbach, Albert Scheffer, George Thompson, Hermann Scheffer, Paul Martin, Bernhard Kuhl, D. F. McCarthy, L. M. Vilas, Peter Siems, Robert Mannheimer and Michael Doran.



ST. PAUL.—VIEW LOOKING DOWN SELBY AVENUE FROM SUMMIT AVENUE.

ST. PAUL.

By icy Cydnus, swift and strong,
Was born the subject of my song:
A Roman citizen and sage,
Deep versed in lore of every age,
The Jewish law in every part,
And Grecian bards he knew by heart;
Saw light from Heaven illume the sky,
And heard the Macedonian cry;
And on the marbled Hill of Mars
Declared to all beneath the stars,
The unknown, ever-living God,
Who made all nations of one blood;
And on that old Athenian hill
Made even a Stoic's bosom thrill;—
Then died a martyr, saint and hero,
By that last, meanest Julian, Nero.

A thousand sacred domes proclaim
The great Apostle's mighty name,
And a great city here we call
By that all-honored name, St. Paul.
As Pallas panoplied, 'tis said,
At once sprang forth from Zeus's head,
So sprang this city from the earth,
A giant even from its birth;

And, as Antæus did of old,
On mother earth it keeps its hold;
Or as Antæus should have done,
And Hercules had never won.

In Seward's central seat of power,
This fair young city has its dower,
And reaching thence with bands of steel,
Like many a strong umbilic cord,
It shares the boundless wealth and weal
Of this grand Garden of the Lord;
This fertile, happy, great Northwest,
With health and peace and plenty blessed,
Where wheat and meat and wool abound,
And good times last the whole year round.

Fine "Parks" and suburbs great and small,
Like olive plants, surround St. Paul,
Where work is found by all that come,
And all that work may own a home.
Begun last spring, we saw last fall,
A city built at North St. Paul.
It seems they found the lamp of old;
A country farm was platted, sold,
And factories, shops, hotels and stores
Appeared by dozens and by scores.

And later still, about July,
At St. Paul Park the lamp they try,
And straight a hundred buildings rise,
And greet the all-astonished skies.
Carriages, engines, boilers, sleighs,
The gazing visitor amaze;
Even brooms and dusters, all made here
Before December closed the year;
And woolen fabrics, soft and warm,
That flout the coldest winter storm;
And silks, as fine as ever seen,
Are wove at St. Paul Park, I ween;
But those that rubbed the lamp, I ken,
Were level-headed business men;
Not like some "boomers" far away,
Where shines too long the god of day,
That squat on deserts brown and bare,
And "plat" and sell the arid air.

The Union Stock Yards, South St. Paul,
I merely mention, once for all;
The millions here, and well I know it,
Would only daze a humble poet;
And West St. Paul should grace my ditty,
But West St. Paul is in the city.

One of our suburbs, up the creek,
With barbarous name of Sioux and Greek,
Too long, but easy enough to say,
Has prospered in a marvelous way.
The greatest wheat mart in the world,
The biggest mills that ever whirled,
Lumber to fence in all creation,
And flour for every race and nation;
Where wheels and saws forever whir:
Oh, yes; we're very proud of her.
While Mississippi's waters flow,
May this live, scolding suburb grow,
That, like a loving, pouting sister,
Still hangs her lip when you have kissed her.

The Parthenon's unequaled art
Still stirs the soul and melts the heart;
Milan's cathedral stands alone,
A living gospel wrought in stone;
And our ice palace, towering high,
Salutes afar the wondering eye,
And like a signal seen at sea,
When waves are high and winds are free,
It beckons all to reach its towers
And join this Carnival of ours:
Our Winter Carnival of mirth,
The brightest, happiest known on earth.
And as our palace melts away
Beneath the sun's dissolving ray,
Nor leaves a single wreck behind,
So our enjoyment, most intense,
Is harmless in the strictest sense,
And leaves no stain upon the mind.

J. W. BOXELL.



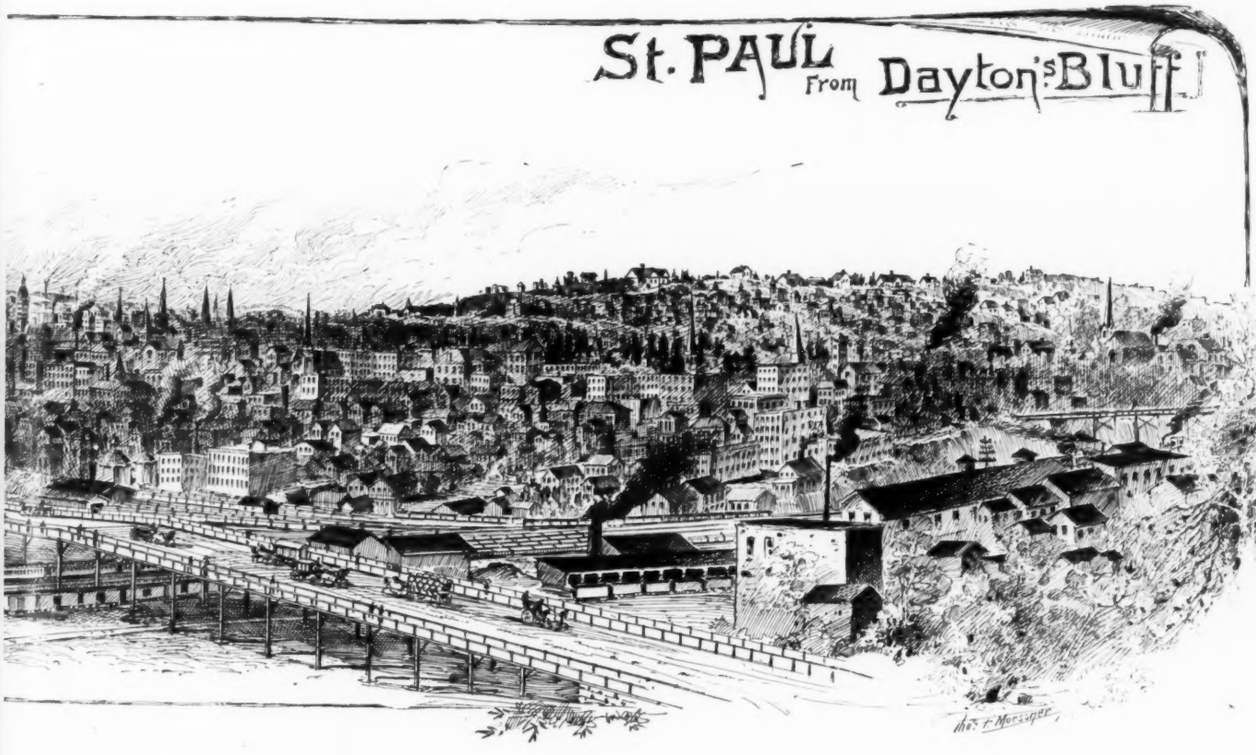
ST. PAUL REAL ESTATE.

For a combination of safety and big profits, St. Paul real estate takes the lead. For, as an investment, it is as safe as United States Government bonds, and very few even of the wildly speculative towns like Birmingham, Witchita and Los Angeles have given such large profits as St. Paul. But, in one thing, St. Paul and Minneapolis differ from all other rapidly growing cities. They are not having a real estate "boom." It is true that years ago, when St. Paul was a mere village, and the country around was a wilderness, its evident advantages would now and then cause a boom. But, ever since it has had over 20,000 people, it has had a steady, rapid growth, and the prices of real estate have had the same steady, rapid rise. It has, however, had no sudden running up of prices beyond present values from speculating upon what prices would be in the future. On the contrary, instead of being led off into this sort of folly, as Kansas City, Duluth, Birmingham and some California towns have been, the people of St. Paul have always been eminently conservative. For, whenever prices have begun to seem high, as they would soon do to the old inhabitants that had watched the slow growth of the town in former years, the bankers and other capitalists have at once shut down on speculation. This has lately been the case to some extent, and was the cause of the recent quiet in the real estate market, and while at the time the real estate men did a good deal of complaining, it was really a benefit to the city, for it showed the country that wild speculation would not be tolerated in St. Paul, and that it was a safe place to invest money. The good results are already being felt, as money begins to come in from outside in increased quantities.

Hence the prices of property are still low here, and while there has been an enormous increase in the values of property, it has been a necessary increase caused by the growth of the city, and the rise has been merely from village prices to town prices. The usual growth of a life-time has taken place in a few years. In seven years the older inhabitants have seen it grow from a quiet town of 40,000 people to a bustling city of 175,000 and the rise of values that always comes with an increase of

population has been so sudden that they cannot realize the cause, or justitify it. Hence they, while new comers and outsiders know that prices are low, think that they are high. They will shake their heads and point out to you lots, now selling at $20,000, which they saw in former times sold for a cord of wood. But a lot similarly situated in any other city of the same size, of half the business and growth, and with no special promise in the future, sells for $30,000 or $40,00, and you see at once that the St. Paul lot is still cheap. So, though there has been a rise, enormous for so short a time, but small for so great a growth of people and business, St. Paul is now a great city, and there must inevitably soon be another big rise from the town prices to city prices. Hence, with a growth in population of about 35,000 a year, and a proportionate increase in business and buildings, an investor may safely count on from 25 to 100 per cent. per annum.

To show that prices are low, one has merely to refer to the following table of values of real estate in different cities:



COMPARATIVE VALUES.

	Population.	Highest Price per Front Foot. Business Property.	Residence.	Highest Adjoining Acreage per acre.
Chicago	750,000	6,000	700	7,000
Buffalo	240,000	3,000	350	2,000
Cleveland	227,000	3,500	500	1,500
Milwaukee	165,000	1,500	200	3,000
Detroit	155,000	2,000	300	3,000
Minneapolis	175,000	2,000	400	3,000
ST. PAUL	175,000	1,200	400	1,500
Kansas City	175,000	3,500	500	5,000
Indianapolis	90,000	800	150	300
Omaha	78,000	1,200	150	5,000
Toledo	50,000	1,100	100	1,000
Duluth	25,000	1,000	100	1,500

But the prices there given are of the highest property, and since the compilation of this table from the reports of leading business agencies, sales have beeen quoted from Kansas City at $5,000 a front foot. In St. Paul, however, when one gets off from a few specially fine locations held high on account of the magnificent view, $200 a foot is considered a high price for residence property. Business lots can be bought in convenient reach of the business center for from $200 a foot up. Desirable residence lots, forty or fifty feet wide and 150 feet deep, can be had at from $25 to $200 a front foot in almost any part of the city convenient to business. At the western and more fashionable end of the city, lots in convenient reach of tranportation and on the outskirts can be had for from $1,000 to $5,000, and at the less fashionable ends of the city they can be had at from $300 to $2,000.

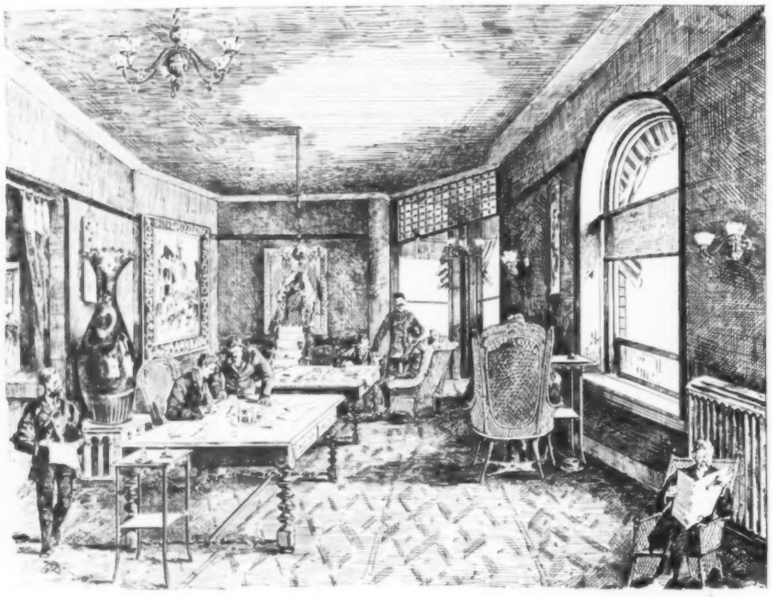
The people of St. Paul are fond of fresh air, large grounds and a plenty of green trees and grass and flowers, and in every direction on the outskirts of the city, wherever a railroad gives quick transportation, have sprung up little suburbs made beautiful by the tasteful homes of St. Paul business men. In these suburban towns lots can be bought from $200 to $2,000.

St. Paul and Minneapolis are only nine miles apart in a straight line from centre to centre, and all the vacant space between them is included in the city limits. They have a common corporation line where the cities meet, and, without stretching either your legs or your imagination, you can stand with one foot in St. Paul and the other in Minneapolis. Ten years ago each was only a little town gathered around what is now its centre. Now they have grown till there are only four miles of partly vacant space between them. Through this space run three lines of railroad, soon to be supplemented by one, and probably two, elevated rapid transit lines. Each of these lines, in addition to the trains of all the other roads that run into the two cities, has hourly local trains both ways, thus giving quick passage from one city to the other every few minutes. During the year ending Sept. 1, 1887, besides dead-heads and through passengers, 5,800,000 passengers traveled over these lines. At every station little inter-urban towns have sprung up, and in the last two years at least 15,000 people have made their homes there. Thus, not only from the ordinary growth of the two cities towards each other, but from these little towns, have the cities drawn so close together, that there is not over two miles, or thirty-two blocks, of entirely vacant space between them. In this space in from three to five years, according to the enterprise of our people in providing transportation, the cities will be connectedby a continuous belt of buildings, and in ten years they will be one solid city with a population of perhaps 1,000,000.

To show that the people of St. Paul have something solid to base their faith upon, let us see what is the present condition of the city. St. Paul's banking capital, including her manufacturing suburbs, is $7,500,000. In 1886 her banking exchange amounted to $148,768,864; her sales in the wholesale business amounted to $84,188,000; her manufactured articles to $31,043,000, her building improvements to over $10,000,000, and her real estate transfers to $27,826,633. In 1887, her building improvements amounted to over $12,000,000, and her real estate transfers to $55,000,000; the amount invested in new manufacturing plant to $4,952,500, her sales in the wholesale business to $109,000,00,and her manufactured articles to $39,000,000. In 1887, up to September 1, the amount expended in grading and paving streets, in sewerage and in bridge building amounted $2,216,529. The total city debt is $4,521,056, and the total taxation, city, county, State and school, is, on a low valuation, 17.5 mills on the dollar. There are eighteen railroads running into the city, and the total number of which may be counted as running in, because of their arrangements with these 18, is 27.

Then it must be noted that Minneapolis, a city o about the same size, of almost as large a jobbing trade, with more manufactures, with the largest flouring mills in the world, and with almost as rapid a growth, adjoins St. Paul, and is rapidly uniting with her in forming the greatest commercial and manufacturing center of the Northwest.

St. Paul is in the midst of the richest and most rapidly developing part of the United States. Being the third railroad center of the country, its trunk-lines stretch in every direction, and are constantly building through new territory. This territory, rapidly settling up, makes still larger fields for her already immense wholesale trade. Chicago is losing her grip on the trade of the Northwest, and her present desperate, but futile, fight through her railroads shows that she knows it. The completion this year of the Minneapolis, Sault Ste. Marie & Atlantic road will put St. Paul one hundred miles nearer to New York, independent of Chicago, and several hundred miles nearer the Atlantic Coast. The lake and river navigation give her cheap transportation, and the Inter-State Commerce Law, for the



AN INTERIOR IN THE MINNESOTA CLUB HOUSE, ST. PAUL.—[*From a sketch by Dinger.*

Western market, gives her the advantage over Eastern manufacturers. The establishment here this year of stock yards and packing houses by the Fowler Brothers, the greatest pork packers in the world, the whole plant, which is the finest in the Uniten States, having cost $1,500,000, shows that it will be a great meat packing center.

To sum up, all the causes that have for the last ten years caused St. Paul and Minneapolis to grow, are working more strongly than ever, and with our present low prices, our rapid growth, and our enormous increase in business and population, we are bound to have a rapid and continuous rise in the prices of real estate. There have been many large fortunes made here in the last six years in real estate, and there will be as many more made in the next six.

O. G. Clay.

JOSEPH ROLETTE.

We are indebted to the kindness of Mr. J. Fletcher Williams, Librarian of the Minnesota Historical Society, for the photo from which the portrait of Joseph Rolette was engraved. Joe was a well-known character in the early days of the settlement of Minnesota. He lived at Pembina, in the lower Red River Valley, and for many years represented the fur traders and half-breeds of that then remote region in the Legislature. When Dakota was set off from Minnesota, his residence was on the Dakota side of the river, but that made no difference. The Legislature did not want to dispense with Joe, and when he put in an appearance at the next session as the representative of the St. Vincent settlement on the other side of the stream, nobody questioned his credentials. He was a joval fellow with a fine flavor of the frontier about him. There was nobody on the long trail from St. Paul to Fort Garry, whether trader, Frenchman, Scotchman, half-breed or Indian, that was not a friend of Joe Rolette. His most famous exploit was to defeat the scheme to remove the capital of Minnesota from St. Paul to the village of St. Peter. That was in 1857. The removal bill passed both houses and was returned to the Senate to be enrolled. He was the Chairman of the Committee on Enrolled Bills. The session was near its close and the next day after the bill went into his hands neither Joe nor the bill could be found. A diligent search was made by the friends of the measure but with no result. It was rumored that Joe had been seen in his dog sledge near Sauk Rapids, making for Pembina at the rate of ten miles an hour with the bill sticking out of his pocket. The fact was he had locked the bill up in the safe of the Fuller House and himself in a room in that hostelry, and there remained five days and five nights playing poker and drinking punch with a trio of friends who were in the secret. When the session expired on March 5, Joe walked into the legislative halls and commenced rallying his brother members on the joke he had played on them. Meantime another bill had been procured and enrolled, but the President of the Council and the Speaker of the House refused to sign it and the courts decided it to be null and void. So Joe Rolette actually saved the capital for St. Paul by his good joke. In the winter of 1853 Rolette, in company with Kittson and Gingras, the other members from the Red River settlement, walked all the way from Pembina to St. Paul, 500 miles, on snow-shoes. We have not the date of his death at hand. One of his sons still lives in Pembina.

THE MINNESOTA CLUB.

The Minnesota Club is a green spot in the heart of a great city. This is a somewhat obvious comparison, but if I could be end man in a local minstrel performance with all the bright people of St. Paul in the middle of the row to struggle with my conundrums, I should like to turn it into a question and ask them "why?" with that unctious seriousness affected by Brother Bones in the interrogative skirmishes which precede his outbursts of wit. I do not believe that out of a hundred thousand possible answers which as many victims might give, there would be more than one or two which would quite correspond with the notion I myself have in mind. But to me the Minnesota Club is like a green spot in the heart of a great city because they are so happy who know about it. This will perhaps seem a little subtle and remote. But I am rather proud of it on the whole and no man who has ever idled through a London park under the genial English sun of the early summer time will regard it as entirely without meaning. The sight of the tall leaf rustling trees and verdure clad knolls of Hyde Park bars out the care which comes to its gates as well with the rider as with the humbler pedestrian and the stout young children who with their rosy nurses sail their boats in rivalry on the quiet Serpentine, bring a decided sort of exhiliration to the sympathetic onlooker. But besides all this there is here an air of animated isolation in almost impossible contrast to Piccadilly, racked by omnibuses, which is nowhere more than a square or two away, as men measure distances. There are very few of us who have not the grateful recollection of some such pleasurable experiences and while it would be tearing the comparison in tatters to imply that the Minnesota Club is at all like the Londoners' playground in any of these ways, unless perhaps it is the last one, the point is that as much as anything else in St. Paul it suggests this sort of satisfaction to its members.

But really I have no right to speak for its members because there are so many of them and I know only this one and that. I understand that all told, there are close on four hundred and from six to a dozen are added every month. There is a bulletin board just inside the oak entrance door and on one side of it in melancholy prominence is a list of members who are delinquent in the payment of their dues, and on the other the names of the candidates for membership with their proposers and seconders. The governing board are the arbiters of these men's destinies, and from their decision there is no appeal. Their tyranny thus far, however, has been a very beneficent one and their scrutiny of past records and present standing very kindly. Hardly several men have been blackballed and the standard of respectability which is high, has been maintained rather by the character of the applicants than the raising of barriers against them. Everybody is agreed that this is a good thing and perhaps none of us would have got in if there had been more curiosity about our biographies.

I do not know whether or not it is the same good fortune which had made the club's corps of servants what it is, but it is really quite remarkable for its efficiency and courtesy. And at the same time it is a very hard worked body. I have been at the club very early in the morning but never so early that it was not in running order and I have heard parched throats calling for refreshment at two o'clock at night with the utmost confidence of gratification. Between these limits there are varying degrees of activity. At morning and evening meal times there is not more than a corporal's guard. These are the men who lodge in the tasteful living rooms on the third floor of the club house, a half score of bachelors besides, and now and then a belated or exiled man of family. The morning and evening contingent get to



JOE ROLETTE, THE MAN WHO PREVENTED THE REMOVAL OF THE MINNESOTA CAPITAL FROM ST. PAUL TO ST. PETER.

know each other very well and they renew their acquaintance twice a day with that enthusiasm which one feels on seeing a friend after an absence protracted over half a dozen hours. But except at the time of some meal or other there are not many people in the club. Now and then a member drops in to look over a newspaper in the warm glow of the blazing hearth fire and in the evening you can find two or three dozing in the library with a magazine for a night cap. But the important matter is that there is always some one, and as Artemas Ward suggested when he discovered that the audience at one of his lectures consisted of one man but that his name was Plato, it is pleasanter to talk to one philosopher than to a thousand ordinary people.

When it is high noon by the clock, however, the stage becomes as crowded as when the martial chorus appears in the barricade scene of Massaniello. For the Minnesota Club is above everything else a lunch club. Now they come in throngs, and the settees of the lounging room, the stairways and the corridors are filled with everybody whom you know or have heard about and a great many others besides. It is rather hard to refer to this noonday spectacle without mounting to the conventional fine writing of the society reporter, or bandying titles and honorable epithets in the reckless way that Lothair and the jeweler handle the diamonds. But really the picture is as gay as an Algerian bazaar if we leave out that element of physical color, and I do not know but if one had imagination enough he might supply that from the variety of industries which are represented. There is no better place in St. Paul in which the interested stranger could study the secret of the city's greatness as far as this depends upon its men, and I am told that poets and philosophers agree that it is men that constitute a State. Here you can see the struggling and the successful in an unassorted confusion, with fronts relaxed in the intervals of the battle. The Minnesota Club has no right, of course, to claim that all who are best in the city are among its members, but there are surely a good many who hope to do something, and a good many who are well on towards achievement. Young lawyers who talk bravely, but whose hearts are quaking for fear that no men will hire them, and judges who are deciding other men's contests because they won their own in the days gone by. Clever brokers who are building suburban towns in which every lot is above grade and sure to rise in value, and rich men whose fathers built St. Paul. Politicians who have acted until they have become good fellows by nature and newspaper men whose trade is to criticise other men's motives. And oh! what a din there is while they lunch and yet what order! The call boys are hurrying this way and that as the silver bells summon them to one place and then another. The quiet-voiced waiters announce lunch as ready for one group in the dining room, and in the lunch room for another. And over all you can hear the sharp tinkling of the colliding billiard balls sounding from below stairs and the shouts of laughter and occasionally the explosive pop of the champagne cork loosened for some one of stout stomach and full pocket.

Perhaps I ought to stop here, but on the other hand I feel that I owe it to myself, as a truthful chronicler, to say that this generally eulogistic estimate of the club which I have given is in spite of the existence of a good deal of dissatisfaction in the past among some members as to the method of its management. In fact there really was a great conspiracy formed a few months ago to oust all the club's managers and to put new young blood into the directory. The true history of this movement can not now be written because the wounds of the conflict are still unhealed, but yet new as it is there are already several versions of how it began. One man says he started it because there were too many theatre parties entertained in the private dining room at night and he thought that there should be some place in the world where he might escape the sound of women's shrill voices. But another claims the credit on this wise: He says that he drank a cup of coffee one morning and that for this he was charged twenty-five cents. When he complained, the House Committee had the bad taste to prove by the sworn testimony of six waiters that on the particular occasion he had also consumed ten cents' worth of bread. I remember we all agreed when this was known that such an attention to details was disgusting. But we were still unorganized and needed some great burning issue to weld us together. We wanted a watchword. And we got it, when some one put in the complaint box, unknown to us, this simple sentence unsigned: "I don't like this damned club." This at once became our labarum—unless it is blasphemous to put it so—and under it we went into the fight.

The annual election of officers was at hand and we appointed a committee to propose a ticket which should dispossess the old officers—not perhaps to a man, but so as to leave them shorn of their locks. This committee met, and nominated themselves for all the offices. This was discouraging because we expected that they would nominate us, but we were in the ranks and held on. When the night of the meeting came, however, everything worked against us. One of the vice-presidents presided and the card room, which is the biggest in the house, was crowded and everybody was so jolly. Then there was a punch—the most wonderful punch—which dissipated every choleric humor and made one's worst



ST. PAUL'S NEW COURT HOUSE, VIEW LOOKING DOWN FOURTH STREET FROM WABASHA.—[*From a photo by Warnar.*

enemy seem a good fellow. The chairman too was so amusing. He kept putting all the motions backwards and declaring them lost when they were carried, and carried when they were lost. But if anyone appealed, we would sustain the chairman with a shout.

We were not to be cajoled by such blandishments, however, and I really think that we should have "kicked" all the same if something dreadful had not happened. And it was this. Before we got ourselves free for action somebody who was not in the conspiracy got up and "kicked" about the wrong thing. He complained in a clean cut speech because the club's restaurant did not charge enough to let it make money. Who ever heard of such a thing? If we were fighting for anything it was for cheap food and cheap drink. Oh! it was an awful mistake. And when he sat down his chair gave way with him and everybody laughed. Meanwhile the punch was doing its perfect work, and the conspirators?—they were singing about Clemantina and how they loved her, and about Solomon Levi, and about the Camp Ground, and about a lot of other people and places. I want it understood that I myself knew the sad news that night, but there were several of the conspirators who could not realize until the next day that all the old officers had been re-elected. Perhaps some future Century Magazine will give an account of this victory with pictures and maps. A. TIGHE.



THE LOBBY OF THE MERCHANTS HOTEL, ST. PAUL.—[*From a sketch by Passmore.*

Noyes Bros. & Cutler.

There are some houses so well and favorably known that the familiar process of "writing them up," can readily be dispensed with. Of such is the oldest and by far the largest wholesale drug house in the Northwest, the house of Noyes Brothers and Cutler, whose credit and representation need no comment from us. This house stands in the very front rank of drug houses in the United States. Those which exceed it in amount of business can be counted on the fingers of one hand and there are none whose reputation is fairer or higher. Although the two millions of annual business of the house lies west of Michigan and north of Kansas, yet their trade in some lines reaches across the Atlantic and Pacific Oceans and touches distant shores China, Germany and the U. S. of Columbia in South America, have all received goods from this N. W. Inland house. Florida, Maine, Texas and the remote British possessions of the Northwest have known its reputation and dealt direct with it. Plans for the new store and warehouse corner of Fifth & Wacouta Streets, 170x136 are nearly complete and foundations would have been in last fall, had not a trifling cloud on title, now removed, caused delay.

The main departments of the business all under competent and experienced managers are as follows: staple drugs and medicines, patent and proprietory articles, dyes, chemicals, etc. etc., druggist's sundries, glass, paints and oils, glassware, chemical apparatus', instruments, surgical and others, medical books, druggists stationery, fishing tackle, smokers articles, cigars, etc. etc., brewer's and sodawater manufacturers supplies, railroad and building supplies in many lines.

Noyes Bros. & Cutler, are the largest manufacturers of chemicals and standard pharmaceutical properties in the Northwest and the largest exporter of Ginseng and Senga in their section if not in the United States. Their agents at London and Paris furnish supplies from those cities which come by direct importation to St. Paul. The members of the firm are Daniel R. Noyes, Charles R. Noyes and Edward H. Cutler.



THE COMMERCIAL NATIONAL BANK, COR. FOURTH AND JACKSON STS., ST. PAUL

St. Paul Hotels.

The Ryan is the leading hotel in the entire Northwest in regard to its furnishing, its size and its completeness of equipment in everything that concerns comfortable and luxurious living. It stands on a par, in the estimation of travelers, with the Windsor and Fifth Avenue, in New York, and the Palmer and Grand Pacific, in Chicago. Spacious as this house was in its original proportions its patronage is so great that it is at times overtaxed and Mr. Ryan has added a second structure, of similar architecture, making the establishment occupy the entire square between Sixth and Seventh streets, on Robert, thus giving it three street fronts.

The Merchants is the pioneer big hotel of the Northwest and has kept pace with the progress of the city so that it is still the favorite house with thousands of travelers. Its comfortable office rooms, which we illustrate, facing on Third and Jackson streets, are familiar to almost every man who has played a prominent part in the business and politics of Minnesota and the neighboring States and Territories. If a history could be written of the banquets, dinners, meetings, conferences, caucuses and conventions held in this hotel it would be found that it has in some way or other been associated with nearly all important movements for the development of the Northwest. Under the management of F. R. Welz the new proprietor, and F. E. Snow, the well-known cashier, the Merchants is fully keeping good the popularity it enjoyed for so many years when Col. Allen conducted it. St. Paul has a score of other hotels, of various ranks and the visitor can be sure of finding accommodations suited to his means and tastes.



WHOLESALE DRUG HOUSE OF NOYES BROS. & CUTLER, COR. FIFTH AND SIBLEY STREETS, ST. PAUL.

ST. PAUL'S CHAMBER OF COMMERCE.

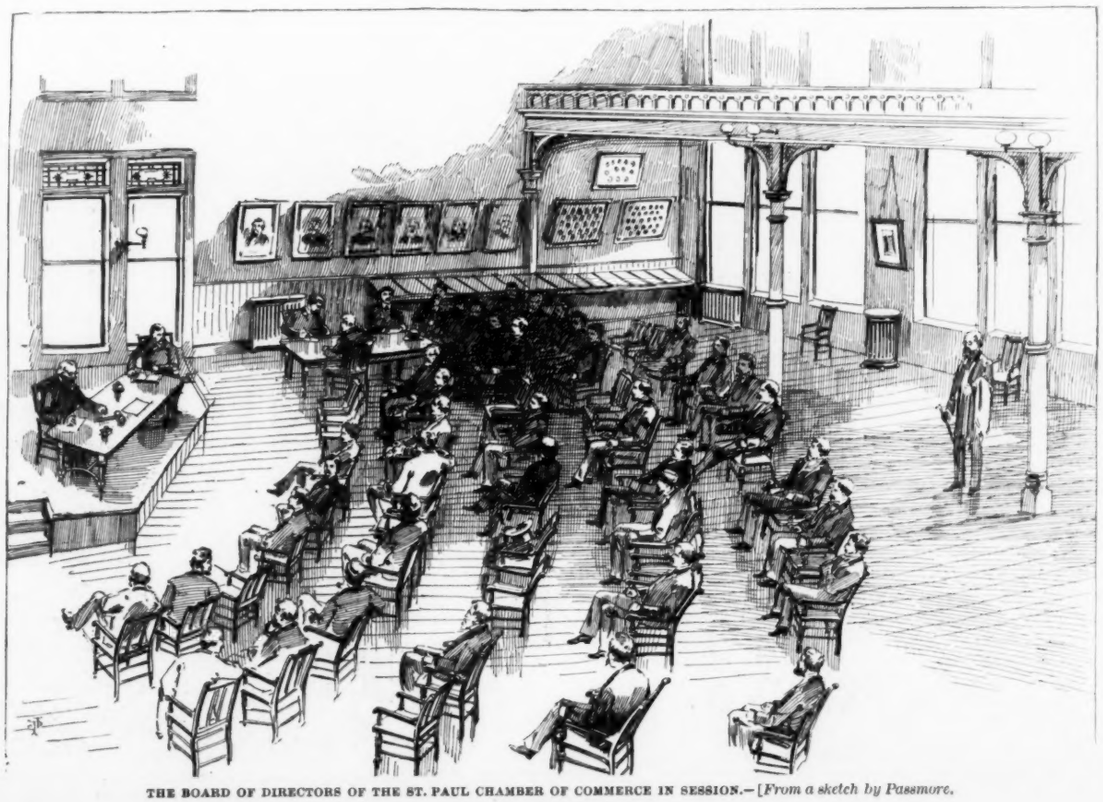
Nearly every Western town and city of any size or any hopes of importance has its Chamber of Commerce, Board of Trade, Business Men's Association or organization with some other name with the purpose of securing joint effort to advance the interests of the place, but I doubt if any has a body so largely attended, so efficient, so regular in its activities or so completely representative of the best business life of the community as the St. Paul Chamber of Commerce. This body has been in existence for twenty years, and has grown in importance with the growth of the city. It has a perpetual membership of 141 and an annual membership of over 400. The perpetual members paid $100 as membership fee and each took at least one bond of $500 secured by mortgage on the Chamber of of Commerce building. They also pay the same annual dues as the annual members, namely $10. Practically they own the building. The whole body of members elect annually sixty directors, of whom forty are perpetual and twenty annual members. This Board of Directors constitutes not only a governing body to regulate the finances of the chamber, but is also a sort of people's parliament, where all larger matters affecting the welfare of St. Paul are discussed and acted upon. Regular attendance is secured by a fine for absence of one dollar, and no excuses are accepted save for sickness or absence from the city. The result of this salutary rule is that instead of leading a moribund existence, with only an occasional quorum, as is the case with many similar volunteer associations for the general good of the public, the Chamber has an average attendance at its Monday morning sessions of over forty directors. Its proceedings are conducted with the regularity of those of a legislative body and with much greater order. Promptly at nine o'clock the President's hammer falls and the Recorder begins the roll-call. There is a list of standing committees, and business is referred and reported back in close accordance with parliamentary forms. In one respect, however, there is a broad difference between the Chamber's proceedings and those of Congress and State legislatures—no long speeches or buncombe talk is tolerated. The members are business and professional men, to whom minutes are valuable. No one can talk more than five minutes except by special leave. In fact the speeches will hardly average three minutes each. A member must go straight to the marrow of a question. These sixty directors represent the foremost men in the city, in commerce, manufactures, journalism, the law, transportation and public life. They form a remarkable body of successful men, each of whom is conspicuous in his own calling.



CAPT. RUSSELL BLAKELY, PREST. ST. PAUL CHAMBER OF COMMERCE.

The directors elect annually a President, Vice President Secretary, Recorder and Treasurer. So conservative is the body that in its twenty years of existence it has had only six Presidents. These were J. C. Burbank, H. H. Sibley, Henry M. Rice, R. W. Johnson, John B. Sanborn and Russell Blakely. Their portraits adorn the walls of the Chamber. The present officers are—Russell Blakeley, President; Thos. Cochran, Jr., Vice President; A. S. Tallmadge, Secretary; Peter Berkey, Treasurer; C. A. McNeale, Recorder. Two cash accounts are kept, the Property Fund, relating to the building and the General Fund, which covers running expenses. In 1886 the income of the Property Fund was $27,187,79 and of the General Fund, $7,421.57. A report is published in pamphlet form once a year, largely made up of statistics concerning the growth of the city.

The Chamber of Commerce building is a stately structure of red brick with stone trimmings, six stories high, standing at the corner of Robert and Sixth streets diagonally opposite the Ryan Hotel. It is all occupied from basement to attic, the Chamber reserving for its own use a large hall and an office for its Secretary and Recorder. It would not be easy to make a list of the subjects considered at the Monday morning meetings of the directors; indeed there is hardly anything affecting the well-being and prosperity of St. Paul that does or may not come up for discussion. Bills are framed for passage by the State Legislature and ordinances for the action of the City Council. The conduct of the city officials and city boards is criticised. So strong is the body in its character that its recommendations are seldom disregarded by either the State or city government. In fact the endorsement of the Chamber carries through many projects that would have little vitality without it and kills many hasty and mischievous schemes. A great deal of the recent success of



THE BOARD OF DIRECTORS OF THE ST. PAUL CHAMBER OF COMMERCE IN SESSION.—[*From a sketch by Passmore.*

the city in securing a large increase of its manufacturing interest was due either to the action of the Chamber as a body or to that of its prominent members. The railroads are carefully watched to see that their action is not prejudicial to the trade interests of St. Paul. The street railway management is called to account now and then. Agitation for a cable line first begun in the Chamber. The health of the city is looked after. The condition of the public school is not lost sight of.

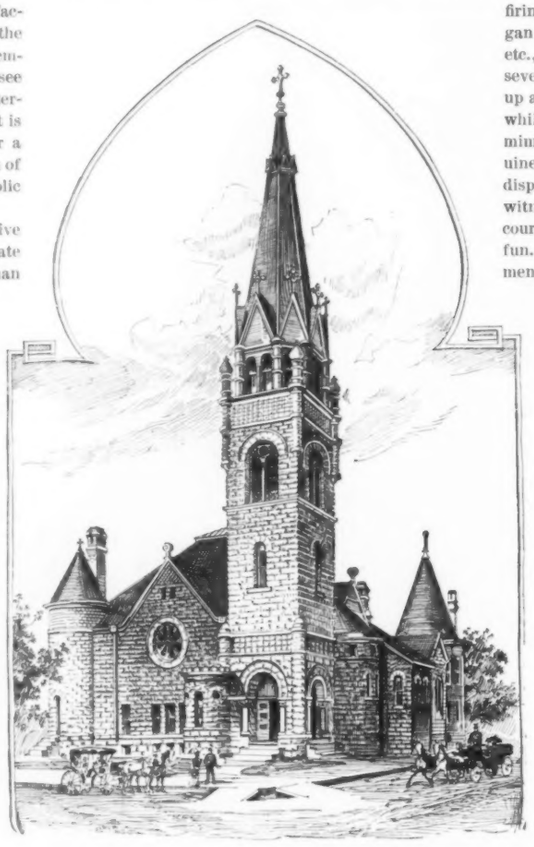
Of course the action of the Chamber is suggestive and not mandatory, but it rarely fails of immediate effect and it has still more rarely been otherwise than wholesome. So large a body as the Board of Directors, representing so wide a range of important interests and made up entirely of men of character and assured position, is not likely to make mistakes in matters concerning the good of the city, and the public generally has come to look upon it as the exponent and representative of the popular opinion of the best classes of citizens.

E. V. S.

CAPT. MILLS AT THE CARNIVAL.

This is the way the carnival struck Capt. Mills, the veteran editor of the Deer Lodge, Montana, *New Northwest*:

I feel fully justified in stating that St. Paul has the carnival craze in the highest stage of its development. From little kids and kiddesses, hardly big enough to hold a meal's victuals, up through stalwart manhood and blooming maidenhood to stately dames and dignified, venerable, aristocratic millionaires, the disposition to "stand in" and make the thing a success, has resulted in every other man, woman or child one meets being clad in the distinctive toboggan suits of their particular club, and parading the streets or attending to business in a swathing of colored blankets that would set an Indian wild with envy. And they are comely, too—after one gets accustomed to their oddity. Especially do the ladies in the elegantly designed and colored suits of fine blanketing look attractive; and in the glare of thousands of torches, under the vari-colored lights of tens of thousands of glass-enclosed gas jets which spring in continuous arches along the sidewalks and across the streets for many consecutive blocks, while above every building is brilliant with numberless flags and decorations, and music everywhere fills the air. The carnival processions were among the most inspiring demonstrations I have ever witnessed. They were only surpassed by the storming of the ice palace. Than this it would be difficult to imagine anything grander. The palace stands on the upper side of an enclosure of perhaps ten acres, the grounds in front sloping gradually up to it. The palace covers an area of something like 300 square feet, and the central tower is perhaps nearly as high. It is built of blocks of pure, transparent ice, twenty to thirty inches thick, laid in what is technically and actually "water mortar," making solid walls of ice, which are as glittering a green as deep rivers seem as seen from great heights. This is lit up from the interior at night with white and red electric lights, giving the entire castle, as they flicker and wave, a look of rosy enchantment that is very beautiful and impressive. It is estimated 5,000 snow shoers and tobogganers participated in the attack and defense of the castle Thursday night; that 25,000 people were in the enclosure and double as many more outside witnesses. At the firing of a howitzer the assault and defense began by firing thousands of Roman candles, bombs, etc., the latter fired from inside the castle, exploding several hundred feet in the air, and literally keeping up a rain of the most brilliant fires from high above, while the contestants waged for a half hour their mimic battle below. It really came nearer "the genuine old business" than one would suppose a mimic display could do. It was worth a long journey to witness, and was a success in every particular. Of course it is all fun. But there is a good deal in this fun. It looks like folly to see grown men and women by the thousands parading the streets, firing Roman candles, periling life and limb on the toboggan slides, or striding out and back a few miles over unbroken snow; but it encourages physical exercise, develops and strengthens the body, gives many great breaths of fresh air they would never get in office or parlor, keeps down the barriers of caste, exorcises the demon of *ennui*, and in demonstrating that men are but children of a larger growth, shows there is some taste for healthful, wholesome, harmless enjoyment in even the worst of us and the oldest of us. *Vive la Carnival!*



CENTRAL PARK METHODIST EPISCOPAL CHURCH, ST. PAUL.

IN A SLEIGH.

It's a sort of palpitation,
Passionate reverberation,
In a shivering situation,
If you go.
Effervescent osculation,
Inexpressible sensation,
In continuous rotation
On the snow.
A respectful invitation
To imbibe a hot collation
At Bill Osborn's half-way station
On the Fork.
Confidential conversation,
No attempted ostentation,
Never ceasing admiration
Until dark.
Passionate reciprocation,
Vows of love without cessation,
Form all the conversation
On the way.
Without any violation
This is the situation
Of yourself and girl's flirtation
In the sleigh.



VIEW ON THIRD STREET IN THE WHOLESALE DISTRICT, ST. PAUL.



FARWELL, OSMUN, KIRK & CO.'S WHOLESALE HARDWARE HOUSE, EAST THIRD STREET, ST. PAUL.

A STORY OF ST. PAUL.

BY WILL HUBBARD-KERNAN.

Miss L'Couveur sat on the piazza of the Hotel Lafayette, reading a review of the Schopenhauer philosophy. Now and then she raised her bright brown eyes, and contemplated the entrancing loveliness of the landscape that lay shimmering before her in the full, free splendor of a July morning.

She was very charming, was Miss L'Couveur. Her beauty was of the Southern type—dark, radiant and touched with unconscious stateliness, while her every look, tone, motion, were instinct with the subtle quality that men call magnetism.

"I think Schopenhauer must have been crazy, Dorothy," she said, turning to a young lady in deep mourning, who sat beside her, a young lady with a sad, pale face, from which all light, color and hope had vanished.

"He mocks at everything, everything," continued Miss L'Couveur, and tries to make us believe that life is a tragedy, that the curtain ought to be rung down upon it forever. How, *how* could he have written this pessimistic trash in a beautiful world like this?" and while speaking she gazed at the glorious vision before her; at the waters of Lake Minnetonka lapping the level beach; at the sloping hills beyond, dimpled with dells and fringed with garlands of green foliage that tossed in the golden sunlight; at the blue, immortal sky with all its immemorial mysteries.

Dorothy St. John made no reply.

"How could he rail at his race, when it represents so much that is divine? Think of its love, its mercy, its charity, its exalted and exalting ambitions; think of the august sacrifices it has made and is making still; of the noble men and women who have gone down to death for God, liberty and their fellow men! —dying grandly on cross and guillotine, in cell and on the scaffold-tree, that you and I and all might live in a more liberal atmosphere and become the autocrats of our own fortunes."

"That is all very fine, Clare, and sounds remarkably well in song, romance and sermon; but Schopenhauer is right, right and forever right when it comes to the crucial test."

"Why, Dorothy what do you mean?"

"I mean just what I say. Life is a tragedy—a fell, terrible tragedy from its cradle to its coffin. We have ten pains to one pleasure—ten disappointments to the realization of one radiant dream."

"Well, I haven't found it so," said Miss L'Couveur, thoughtfully.

"No—not yet. You belong to the favored few. You have health, wealth, beauty, friends—have all that heart can hope for in a world like this; but, Clare," and the voice of the speaker was touched with a deeper pathos, "the day will come when you will realize that Schopenhauer is right. Though you may keep your health and wealth to the last, your beauty will certainly fade; you will see friend after friend pass beyond all visible horizons, and finally you will follow them, be sealed forever in the eternal silences and shadows of the grave; the cruel, cruel grave. Love, plan, hope, dream your rosy dreams, *ma belle*, but the hour is on its way when you will realize the vanity of it all."

Clare shuddered.

"Life is not worth living," continued Dorothy, in a tense, relentless tone, "for it ends in night and nothingness."

"No, no!" cried Clare, "there is a life beyond the tears and the trials of earth—a glad, glorified existence in which we will realize our bright, brave dreams, I feel and know and never question that there is

"————A country of contentment, where my company will be,
Through the vast, unending cycles, all who walked the world with me!"

"Poor, superstitious child!" replied Dorothy.

Clare was silent—Clare was always silent when Dorothy made one of her aggravating remarks. It was her way. Not that she was wanting in the moral courage to maintain her convictions, but it required much to disturb the sweet serenity of her temperament.

A tall, slender, handsome young man stepped out on the piazza, and Dorothy retired.

"Clare!"

"Philip!"

There was a thrill in their voices that told of an infinite love—a love that tingled in their blood, and lent its ineffable beatitude to soul and sense.

* * *

"I tell you I do not believe it, Dorothy. I have been your friend ever since I saw you first. You cannot question my fidelity. But I want you to know, now and for all time, that while I am willing to bear and forbear with you when you are in one of your pessimistic moods, I will not permit you to slander the man to whom I am betrothed."

Dorothy took the rebuke quietly, then looking up, calmly said:

"I have not slandered Mr. Trelawney, Clare. I will prove that I have not slandered him. Come with me."

"No."

"If you wish to retain my friendship after the manner in which you spoke to me just now, you must come."

Clare rose to her feet and followed Dorothy out upon the piazza.

The moon was raising in the blue, translucent sky. A soft wind stole up from the lawn, sweet with the scent of roses. The hush of night was only broken by the eternal plashing of the waves upon the shore below.

"This way, Clare."

They walked slowly down the long reach of the piazza.

"There!" whispered Dorothy.

Clare turned as white as the dead.

Yes, it was Philip—her Philip! He sat where the moonlight shone full upon his frank, splendid face. By his side was a girl with long, golden locks, blue, dreamy yet passionate eyes, and a face of more than mortal beauty. He held her hands in his own. He bent forward and kissed her.

"And now, pet," he was saying, "if you love me, you must write more frequently,"

"But when are you coming to see me, Phil?"

"There it is again! Just as if I didn't run away from business at every possible chance, in order to——"

But Clare waited to hear no more. She returned to her room with unsteady steps, and fell sobbing on the sofa.

Dorothy came in, an angry glitter in her great, black eyes.

"Clare!"

"O, Dorothy! Dorothy! And I loved him so!"

"He is unworthy of a single tear, Clare. He is sordid, fickle, unprincipled. No worse than other men, perhaps, but certainly no better. You have been living in an ideal world. You are now waking up to the realities of life, and you will find them as dark, bitter and pitiless as I have claimed.

A queer comforter you will say; but Dorothy St. John had a habit of speaking the truth as she saw and understood the truth, no matter how harsh, no matter how hideous it might be.

"I once lived in an ideal world myself, Clare," she went on, "but I saw my father betrayed to his ruin by one whom he considered his dearest friend. He lost everything—everything at one fell blow, and then,



ST. PAUL.—VIEW OF WABASHA STREET FROM THE POST-OFFICE.—[*From a photo by Warner.*

ah! Clare, they brought him back to mother and me with a bullet in his heart that his own hand had fired. Then followed years of privation. If one—if even one—of the friends who had surrounded us in the time of our prosperity had continued to manifest an interest in our welfare, I might have retained a little of my faith in humanity. But no! They left us to struggle and starve for all they cared. Then I met Mr. Ferneau. He belonged to one of the proudest families in St. Paul. He was an only son, heir of a vast fortune, an aristocrat in every fibre of his being, handsome as a Greek god, and yet he asked me—me, a poor sewing-girl, to be his bride. I gave him my hand. My heart had been given him long before. Happy? Ah, Clare, I cannot tell you how happy I was, for I loved him madly—madly! I would have died the death for his sake—have gone through fire and flood to save him from a solitary grief or pang. But one day I received a call from his mother."

"'I understand,' she said, in her cool, superior way 'that you are betrothed to my son.'

"'Yes,' I replied, a little rudely, perhaps, for there was a scornful light in her eyes, a sneering look upon her face.

"'Well, Miss St. John,' she continued, 'I know nothing about you whatever. You may be an adventuress, or may be a very proper young person. I am anxious to believe that the latter is the case. We will see, we will see, Miss St. John, after I have told you a few things that I think you should know. In the first place, my son was engaged to Esther Vane when he betrothed himself to you.'

"Ah, God, Clare, had she stabbed me to the heart at that moment, it would have been a far less merciless blow."

"'Yes,' she went on, 'and when Esther heard of his perfidity, she went into a decline. She is dying, and you, Miss St. John, you are the only one who can save her from death. Will you do it? Release my son. Perhaps he loves you more tenderly than he loves Esther, but he wishes to be released, that he may make amends to the girl he has so cruelly treated—amends that may save her from the grave.'

"'Did he send you to me? Does he know you are here?"

"'Yes, Miss St. John,' then taking out her purse she said: 'Give me the ring he gave you, that I may return it to him. Your sacrifice shall not pass unrewarded. Here,' and she proffered me a roll of bills. 'Here. He requested me to hand you this if you complied with his wishes. It is a large sum—thousands——.'

"My pride was stung to the quick. Snatching the money, I threw it into the fire; tearing the ring from my finger, I handed it to her, and motioned her to the door."

"She stood like one transfigured into stone."

"'Pardon me,' she began."

"'Leave this room, and leave it forever!' I cried, 'and tell your son for me that my love has turned to undying hatred. The lowest beggar that tramps the streets of St. Paul has more nobility of nature than he, or he would never have dared to offer me the insult that you have conveyed to me this day.'

"That was five years ago. I never saw Ferneau again."

Dorothy paused, and a scornful smile stole over her pure, patrician face. "I wrote a romance," she continued, "and sent it to a prominent publishing house in New York. The MS. was returned. The critic said that I was the possessor of a most felicitous style; that the plot was unique, original and interesting, the characters vividly drawn, and the *denouement* startling, forcible and unexpected, but the strain of pessimism throughout the work would condemn it to unpopularity. He went on to say that it was an optimistic age—that the public is eager to be encouraged in the belief that whatever is, is right—in the belief that this is a glorious world, and that humanity will

'—— March upward unto regions yet untrod,
Till on every human forehead shines the glory of a god.'

Well, I thought, I will pander to this public. I will write a romance to its liking. And I did. I wrote a



ALBERT SCHEFFER, PRESIDENT COMMERCIAL NATIONAL BANK OF ST. PAUL.

romance replete with the stale, silly platitudes of love, heroism, progress, and all that sort of thing. The book was a bewildering success, as you know. I followed it up with others of a similar kind, and I was soon in comfortable circumstances. But I hate myself for it. I am living a lie."

"Dorothy," replied Clare, after a long silence, "because one man is false is no reason why we should believe that the whole race is tainted with treachery;" but her voice trembled, and her eye-lashes were wet with unshed tears.



RUSSELL R. DORR, PRESIDENT BANKERS LIFE ASSCCIATION OF ST. PAUL.

"You are welcome to any consolation you can find in a thought like that," replied Dorothy. "It is always the man we love the best that is false, and his treason is more to us, than the treachery of all the world beside."

* * *

A New Year has drifted in. Time has made a new draft on eternity. It is an entrancing day in January—crisp, bracing and crystal clear.

Clare is seated at the window. A fire leaps, flashes and sparkles in the gilded grate. Flowers trail from vases on the mantel and twine over the lambrequins—their bright blossoms sending forth a spicy scent.

Clare is reading Schopenhauer, but reading him in a different spirit than she did when we met her first. She has become a convert—a pervert rather—to his remorseless philosophy. This is equivalent to saying thatshe is unhappy; that existence has lost its charm, the world its beauty and the universe its soul.

She closes the volume wearily, and turns her face to the window. Beyond the trees that tower upon the lawn, she sees the waters of the Mississippi sweeping on, on and forever on to the Sunland; sees snowy bluffs, dim woodlands and sylvan dells; sees our Western Wonder-city, with its splendid spires, its stately structures, its handsome homes, its Eastern windows aflame with the miracle fires of the morning sun.

These last few months have transfigured Clare. The starry sparkle has left her eyes; the roses have died in her cheeks; the old, lissome buoyancy is missing from her movements. But the change in her spiritual self is even more marked and melancholy. The glad, bright, loving girl has become a sneering, morbid, cynical woman.

Dorothy comes into the room.

"Day-dreaming, Clare? Building royal palaces in the sun-dawn sky?"

"No!" Her lips curl. "I leave all such nonsense for blind, unthinking fools."

Dorothy regarded her silently. "I have made her a convert," she said to herself, "and—I have made her unhappy. I wonder, after all, if it is best that men and women should believe in the feeble fictions and folliful phantasies of optimism?"

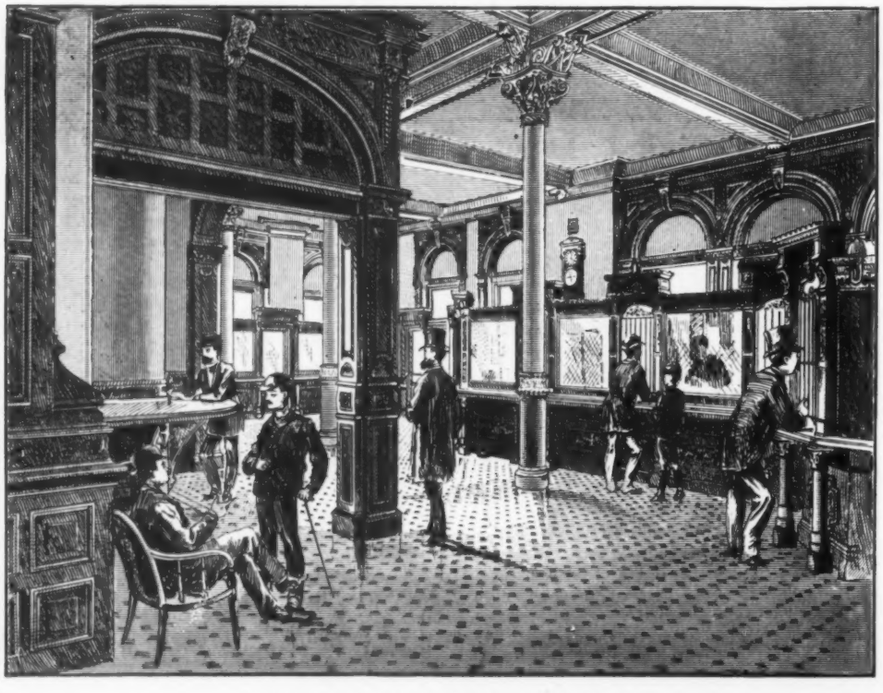
"Reading Schopenhauer, I see," she said, aloud.

"Yes."

"Well, relegate him to the back ground tonight, and come with Uncle Seabright and me to the Carnival. We live in a world of fools, you and I. Let us be fools ourselves for a few hours. What say you?"

"It is all one to me."

"Very well, I will tell your uncle that you



VIEW IN FIRST NATIONAL BANK OF ST. PAUL.

consent. The Carnival is a splendid place to study human nature—I mean the average human nature, and I want a little more of that attribute in my new novel."

* * *

The marvelous ice palace glitters in the golden moonlight from turret to foundation—a white, wierd, wonderful vision of vivid splendor—supernatural in its seeming unto earthly eyes, It was like the dream made real of one whose brain and blood is intoxicated with lotus, and who lives for a time in the ideal magnificence of an unreal world.

The streets of St. Paul were turbulent with melody, shout, laughter and song, as tumultuous thousands thronged to the palace, surrounded it, and stood transfixed by its unearthly beauty.

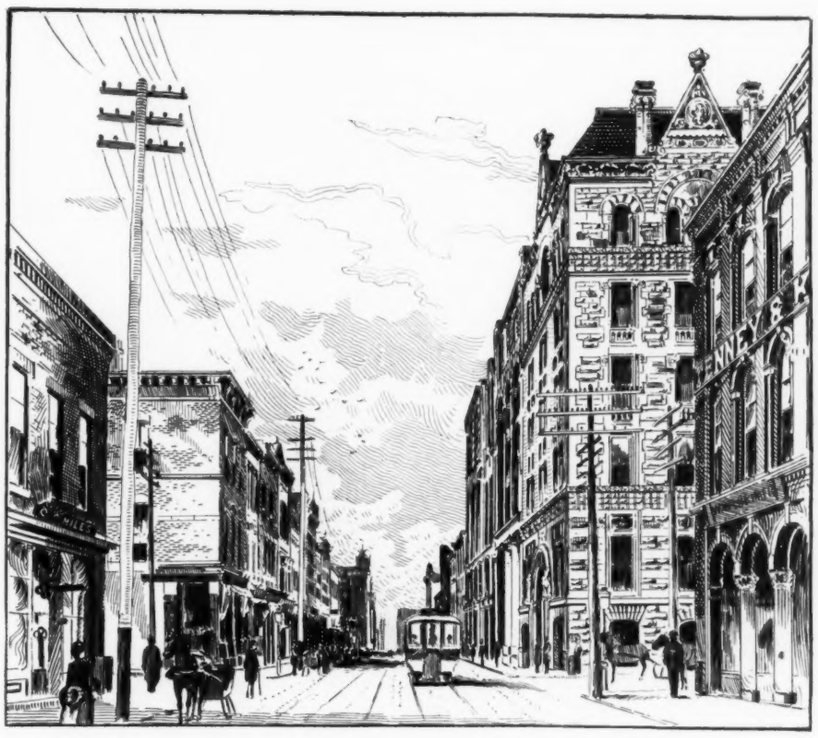
Rockets shot in air, and burst into royal blossoms of flame.

The palace, lit from within, changed with the changing colors of the lights, from green to gold, from blue to blood-red brilliancy.

Over the strange, unspeakable splendor of the scene, the music of trump, drum and cymbals tingled to the moon, until the more æsthetic element of the crowd felt itself uplifted from its daily life to some diviner sphere.

Clare, leaning upon the arm of her uncle, contemplated the scene with a feeling of utter indifference. Dorothy was in one of her agressive moods.

"Just think, Mr. Seabright," she remarked, "how little—how very little—it takes to make the mob act absurdly. It doesn't stop to think that this ice-palace is only congealed water, and rather dirty water, too; that these pyrotechnics are only so much black powder; that this music is simply the result of puffing through convolutions of brass horns, and beating a lot of sheep-skins with sticks. Bah!"



ST. PAUL.—VIEW ON JACKSON STREET LOOKING SOUTH FROM SIXTH.—[*From a photo by Warner.*



WHOLESALE AND RETAIL CROCKERY HOUSE OF WEMOTT, HOWARD & CO., JACKSON STREET, ST. PAUL.

"My dear," replied the placid Mr. Seabright, rubbing his spectacles, "Did you ever stop to look at things from a different *coigne* than the one which you seem to prefer? Surely, congealed water, black powder, sheep-skins and sticks are very unpoetic things in themselves; but when they can be made to affect the emotions of a vast throng like this, they must certainly possess elements that you forget to take into consideration—spiritual attributes, if I may use the phrase. Look at those rockets, splashing the sky with red, purple and silver fire. Black powder only? Hardly! It is the *soul* of the black powder. Listen to that strain of music! It thrills, it captivates, it takes the heart by storm, it summons sweet memories from their graves, it evokes glorified thoughts, sensations, longings, and electrifies us through and through. Brass horns, sheep skins and sticks only? No! It is their *soul*, appealing in the *arcanum* of our own. I trust, Dorothy, that you are not like the Wordsworthian hero. You remember him, of course:

———"'A primrose by the river's brim
A yellow primrose was to him,
And it was nothing more.'"

Dorothy was preparing to reply, when her hand was suddenly caught, and her name was suddenly spoken by a beautiful girl, with a glory of bright, brown hair.

"Cecil Castleman!"

"Yes, Dorothy, dear. Where have you been all these years? I haven't heard from or seen you since the old days at Vassar; and you promised to write, you know; but permit me to introduce my friend, Miss Trelawney."

A quick, sharp cry from Miss L'Couveur.

"What is the matter, Clare?" This from Mr. Seabright.

"Nothing, Uncle;" but her heart was throbbing wildly, and there was a startled look in her white, proud face. Where had she seen Miss Trelawney before? Ah, yes; she remembered now, she remembered. It was on the piazza of the Hotel Lafayette. She could never forget that face—the face that Phillip had kissed on that doomful night when her whole world fell into ruins.

"Miss L'Couveur, Miss Trelawney."

Clare responded to the introduction like one in a dream.

"I have heard my brother Phil speak of you frequently, Miss L'Couveur," said Miss Trelawney, with a bright smile and a cordial hand-clasp, "and I have been wanting very much to meet you. The last time I was at Lake Minnetonka, he told me that you were there, and that he would introduce me in the morning, but when morning came, we learned that you had left for the city several hours before. But you look ill."

"Yes, I—I feel ill. I must go home, uncle. You must come and see me, Miss Trelawney.

"I will, gladly."

"To-morrow?"

"Yes, to-morrow."

* * *

When Clare returned to her room in the Seabright mansion, she felt as one who had just awakened from a long, hideous dream, the dream of a world without love, hope, joy—a world where over every blossom and thing beautiful, fell serpents trailed their slime, and stung the soul to death, and rot, and annihilation.

She took a letter from a secret drawer, and read:

"ST. PAUL, July 12, 1886.

Miss L'Couveur: I have received your reply to my note of this morning. It is cruelly unjust, as time will prove. I cannot imagine what inspired you to write it. Will you permit me to see you that I may justify myself in your eyes? PHILIP TRELAWNEY."

She remembered her cool, cutting reply, in which she had refused his request.

Taking a second letter from the drawer, she read:

"*Miss L'Couveur:* In taking yourself out of my life, you have taken with you all that made my life a blessing. Remember this in that coming day when your misjudgment of me shall be testified to you, and yourself shall be your own bitterest accuser. PHILIP TRELAWNEY."

* * *

When Miss Trelawney called at Mr. Seabright's on the following day, she was met on the verandah by Dorothy.

"I want to speak a few words to you, Miss Trelawney, before you see Miss L'Conevur. I—I have a confession to make."

Miss Trelawney looked at her wonderingly.

"A confession, Miss St. John?"

"Yes;" and then with many sobs and breaks and pauses, she told how she had caused Clare to distrust Philip, and refuse him a hearing in his own behalf. "But I can say this for myself, Miss Trelawney," she went on, "I had no idea that you were his sister until I was introduced to you last night."

"Ah, well, well, Dorothy—may I call you Dorothy?—we all of us make mistakes at times, but I think I can rectify this one with a little diplomacy."

* * *

It was a radiant day in the June that last filed off in the procession of the centuries. The roses on the Seabright lawn were all aflash with colors sucked from sod and sunlight. Out of hedge and copse and tree came the silvery twitter, and chirp, and carol, and trill of birds, and now and again a lark rose up from its low, green nest and went winging sunward through the blue, refulgent Minnesota sky.

Mr. and Mrs. Philip Trelawney had just returned from their bridal tour. They sat on the verandah. A messenger boy ran up the broad, stone walk, and gave Trelawney a message calling him to the Ryan Hotel. Kissing Clare, he was speedily riding to the city.

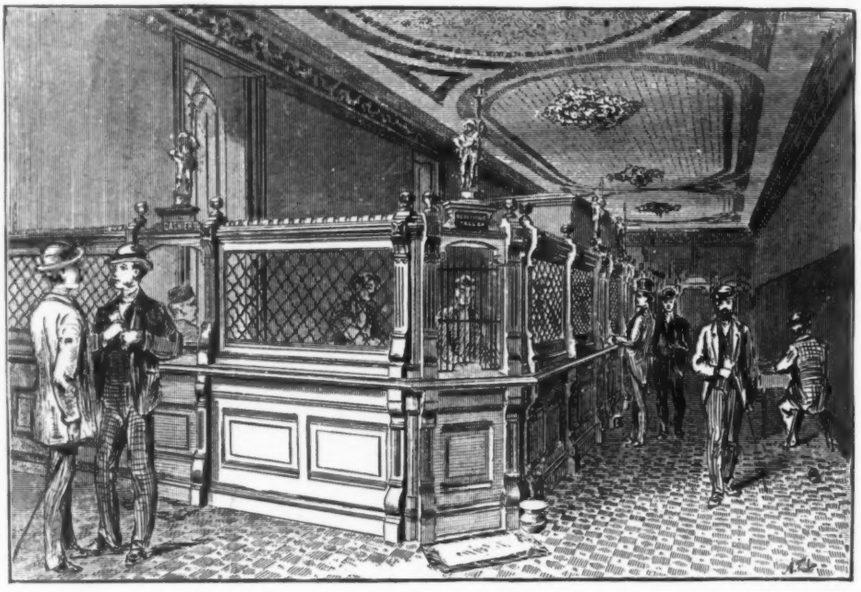
Dorothy came out on the verandah, the latest magazine in her hands.

"What are you reading, *mon ami*?" This from Mrs. Trelawney.

"A review of 'The Philosophy of Disenchantment'—a new pessimistic work by Edgar Saltus. But as you are back in your ideal world, the book would have no interest for you."

"No Dorothy, none whatever. I have deserted Schopenhauer, and I understand that Saltus belongs to his school. I have found that this is a world of compensations. It has its rainy days, its tears, its hatreds, its farewells and its tombs, but it likewise has its sunshine, its laughter, its loves, its meetings and a faith that rides triumphant over death."

A sad little smile stole over the face of Dorothy, but she made no response.



VIEW IN SECOND NATIONAL BANK OF ST. PAUL.

A long silence followed.

Dorothy was reading. Now and then a faint sneer curled her lips as the critic smote one of her pet ideas with the stiletto of invective. Mrs. Trelawney had brought out her portfolio, and was sketching a picturesque point of the scenery.

An hour passed.

"Ah, there comes Philip!" cried Clare, as the carriage rolled up the drive. "Who is that gentleman with him, I wonder?"

But Dorothy read on.

* * *

"Miss St. John," it was Philip who spoke, "permit me to introduce an old college class-mate of ——"

Dorothy looked up from the book. She caught her breath. A resentful light glowed in her eyes. Then, controlling herself by a supreme effort, she bowed haughtily as Philip continued, "of mine, Mr. Ferneau."

"I—I have had the pleasure of—of meeting Miss St. John before," said Ferneau. "You remember, Dor—I—ah—mean Miss St. John?"

"I—perhaps so. One meets so many people, and I have a poor memory for names and faces."

"O, Dorothy, Dorothy!" thought Mrs. Trelawney, but she held her peace.



VIEW IN MANNHEIMER BROTHERS' GREAT DRY GOODS ESTABLISHMENT, ST. PAUL.

Mr. Ferneau was a very graceful young man, generally, but he appeared very awkward at this moment. Mrs. Trelawney came to his relief, with the rare tact that some women possess, and changed the conversation into a conventional channel.

* * *

The days drift on.

A delicious June twilight transfigures the world with its hush and half-light.

Dorothy has been calling on Miss Castleman, and is now leisurely returning to the Seabright mansion, only a few blocks further on. She is nearly there when she hears a quick, familiar footfall behind her. She hurries on, but the footfall hastens faster still.

"Dorothy."

Her name is spoken in a rich, clear, manly voice—a voice that has haunted her days and dreams for years, and Ferneau is walking by her side.

Dorothy recoils, hesitates, and says: "Mr. Freneau, you forget yourself."

"No, no, Miss St. John, I am determined to know your reason for proving false to me, if you have any reason deeper than that of the average coquet."

Dorothy regarded him with a serene sneer, though love of him was tearing at her heart.

"Sneer!" he hissed through his set teeth, "but I *will* know."

"Ah! Do you ever adopt this tone in addressing your wife? If you do I pity her."

"My wife? I have no wife," surprise was portrayed in every lineament of his countenance.

"Then I am to understand that Miss Vane died as a result of your treachery before you could make her your bride. Is that it?"

"Miss Vane? What! That adventuress? You certainly must have a high opinion of me, Miss St. John."



J. J. WATSON'S ABERDEEN APARTMENT BUILDING, COR. DAYTON AND VIRGINIA AVENUES, ST. PAUL.

"It is hardly probable that your mother would have wanted you to marry an adventuress, Mr. Freneau."

"I cannot understand you. Dorothy, Dorothy, there is a mystery here—one that——"

"There is no mystery, Mr. Freneau. Too cowardly to come to me yourself and request a release from our engagement, you commissioned your mother to visit me on that errand, and, at *your* instance insulted me as I was never insulted before. But you know all this."

"Know it? I know nothing of it. My mother never saw you, Miss St. John—*never*!"

"How dare you contradict me in this abrupt manner?" cried Dorothy, in an indignant tone, and turned proudly to leave.

"Pardon—pardon me, Miss St. John, I meant only to say that you are mistaken, permit me to explain. Before I ever met you I made the acquaintance of Miss Vane at Lake Minnetonka. I called upon her frequently. My mother protested bitterly, for she had heard strange rumors in regard to the girl, and the aunt by whom she was chaperoned. I laughed at the rumors at first, but I finally found they were true, and I dropped her society from that day on. It was then I met you, and I loved you from the moment that we became acquainted. My mother went to New York on a long visit. I wrote to her in regard to you, at the time of our betrothal—telling her that though your circumstances were humble, you were fit to reign queen-regent of the proudest home and heart. In reply, she congratulated me on having won your love. She knew your parents in her youth, she said, was proud of their friendship, and would be proud to receive their daughter into her family. I had just received this letter on the day I sent you the note to which you sent so pitiless a reply. I—I wanted to show it to you, but——"

His voice became husky, and he ceased to speak.

"But," questioned Dorothy, with a remorseful touch in her tone, "who was the woman that called on me and——"

"Describe her," was the reply.

"She was short, stout, with blonde curls, black, snapping eyes, a high color——"

"Oh—h—h!" and Ferneau laughed in spite of himself, "Why, Dorothy, my dear girl, mother is tall, slender, with the blackest of black, silky hair, the bluest of soft, blue eyes, and her complexion is like that of a lily-bell."

Poor Dorothy! Fate was making a fine mess of her Schopenhauer philosophy.

"I have it! I have it!" cried Ferneau, suddenly, "It was the aunt who called to see you—the aunt of Miss Vane!" and he threw back his head and laughed a right royal infectious laugh; at least, Dorothy found it infectious for she joined him in it. Then she suddenly grew very grave.

"You are laughing at *me*, that's what you are doing," she said, with a proud little pout, "and I think its real mean in you, I—I——"

"No, Dorothy, indeed—indeed I am not laughing at you," and then——

Well, it was quite dark by this time, and if he kissed her, it is none of my business, nor of yours, either, for that matter.

* * *

"Why, Dorothy! what are you doing? Have you taken leave of your senses?"

"No, Clare; I am just recovering command of them," and Dorothy threw another book into the blaze that was leaping and laughing in the gilded grate.

Mrs. Trelawney stood speechless.

"There, Clare, is the last of Schopenhauer, now for Saltus!" and she flung a beautifully bound volume into the volatile flames.

"We—ll!"

It was all that Mrs. Trelawney could say, and she sank in amazement upon an ottoman.

Dorothy caught up a stray work by Hartman, and hurled it recklessly into the fire.

"And poor old Hartman, too?" cried Mrs. Trelawney.

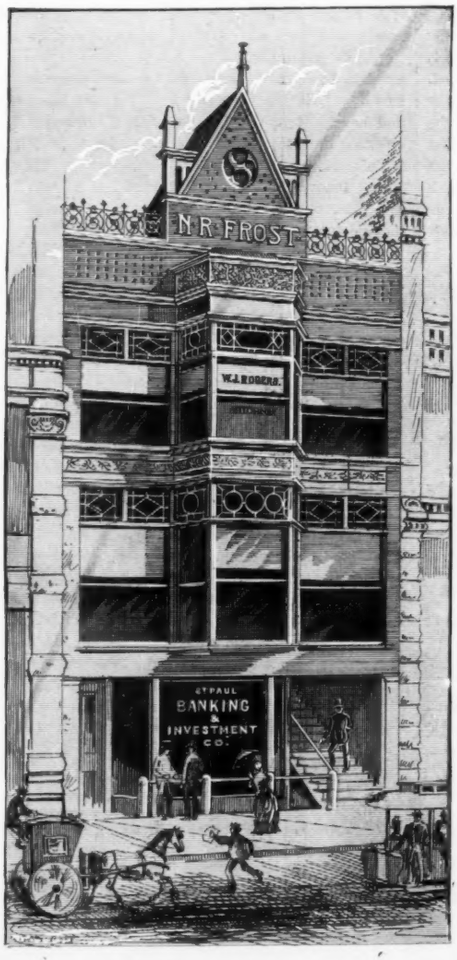
"Yes; he's nothing but an inspired idiot," and then, with a ringing laugh, she danced up to Clare, stooped, kissed her, and said:

"I have become an optimist, like yourself—have burned my pessimistic idols, and"—stooping lower, she softly whispered the balance of the sentence.

"Ah, you little renegade," cried Mrs. Trelawney, with a happy smile.

"No names, Clare! People who live in vitreous dwellings should be careful how they propel concreted substances. Who deserted first?"

"O, I plead guilty," said Mrs. Trelawney, gayly, as Dorothy seated herself at the piano, and swept its keys till the room rang with a triumphant melody—a melody that drifted through the tangle of roses at the open casements, and went tingling victoriously to the stars.



THE NEW FROST OFFICE BUILDING, FOURTH STREET, ST. PAUL.

NATHAN FORD'S MUSIC HOUSE.

Nathan Ford's warerooms for the sale of pianos and organs are generally known to be the most extensive, beautiful and well-arranged in the Northwest and are well worth a visit from carnival sight-seers, whether they are disposed to buy an instrument or not. They are on Third street, in the handsome stone front building occupied by the National German American Bank before it removed to its new edifice. The numbers are ninety-two and ninety-four, and the building adjoins the dry goods store of the Mannheimers. It has a front of thirty feet and a depth of 160, extending through from Third to Second street. All the receiving and shipping of instruments is done from the Second street side, so that the neatness and order of the salesrooms are never disturbed by the work of packing and unpacking.

The piano warerooms occupy the front of the building, on the first floor and are perfectly lighted and ventilated, and tastefully decorated. They are furnished handsomely with library, fireplace, easy seats, etc. Here are shown the best pianos of the most celebrated makers—Knabe, Decker Bros., Hardman, Fischer, Vose & Sons. The great plate glass show windows usually contain one or two particularly beautiful instruments, with cases of original and artistic design.



NATHAN FORD'S MUSIC WAREHOUSE, ST. PAUL.—VIEW IN THE PIANO WAREROOM.

Just back of the piano room are the business offices and Mr. Ford's private office. The business department is conveniently arranged for the various branches of the establishment and very handsomely fitted up in black walnut and plate glass.

Still further back and in an extension of the building as well lighted as the main part, are the organ warerooms, where can be seen all sizes and styles of the famous Clough & Warren and Estey Organs, and also a large assortment of stools and covers, arranged and protected by a system of drawers and shelves reaching from the floor to the ceiling.

Beneath the organ warerooms, and connected both by a broad stairway and commodious elevator are the tuning, repairing and finishing departments, the varnish room being separated from the rest by partitions and glass doors, to exclude the dust. On the same floor and directly connected with this department, is the storage room, of ample size and neatly arranged. The long and orderly rows of boxs here seen are the most convincing argument of the magnitude of the business transacted by this house. Down another flight of steps is the shipping room, which although two floors below the main warerooms, is just enough above the level of Second street to enable the goods to be loaded and unloaded from the delivery wagons without lifting, either from the elevator or the main floor of the shipping room.

Although the establishment above described is newly fitted up and recently occupied by Nathan Ford, Mr. Ford himself, as everybody at all familiar with St. Paul knows, is not by any means new in the business. He has been engaged in it for many years and has built it up from a modest beginning, by untiring industry and a rigid adherence to principles of fair dealing, to its present importance. He acts on the theory that a satisfied purchaser is the best sort of advertisement. He wants every customer to feel that he has got the very best that his money could buy; whether it is a high-priced or a low-priced instrument, a grand piano or a small parlor organ. Mr. Ford's trade extends not only throughout Minnesota, but reaches east into Wisconsin, south into Iowa and West through Dakota and Montana as far as the Rocky Mountains and even beyond, to Washington Territory. In a handsome pamphlet illustrating his establishment Mr. Ford gives the names and residences of hundreds of people scattered throughout the entire Northwest who have bought instruments of him. An intending purchaser can almost always find in this list the name of some townsman of whom he can enquire as to how he and his family are satisfied with their purchase and what they think of Mr. Ford's business methods.



NATHAN FORD'S MUSIC WAREHOUSE, ST. PAUL.—VIEW IN THE ORGAN WAREROOM.

Writing of Nathan Ford's establishment the *Pioneer Press* says:

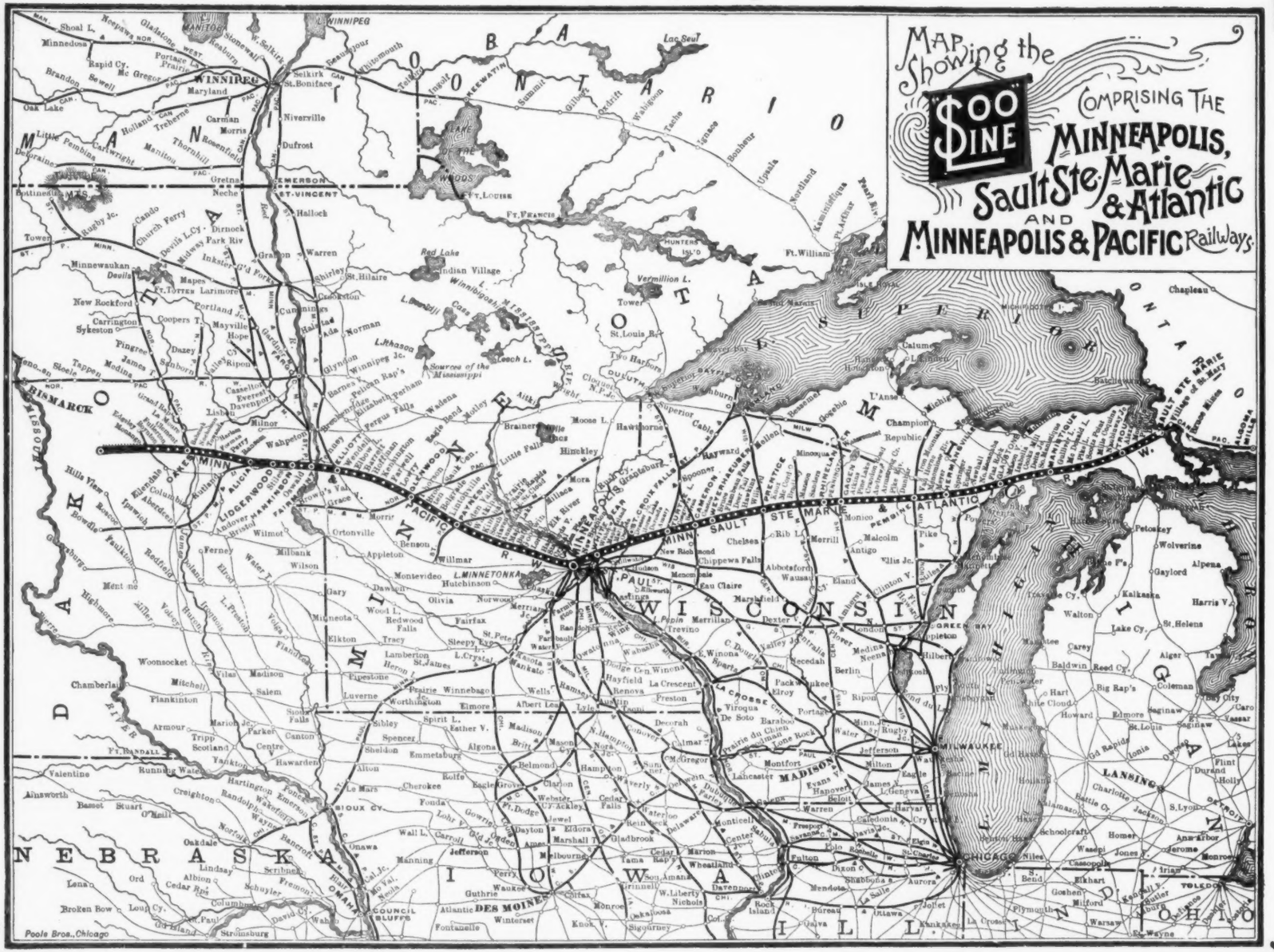
"The *Pioneer Press* takes pleasure in recording a fresh illustration of the old adage that 'Honesty is the best policy,' in the career of one of our prominent business houses. It is no extravagant statement to make when it is stated that no music house, even in New York, presents a finer appearance than this one. It is spacious, beautifully decorated, well arranged, every department being distinct, and above all, well lighted. There is one thing that will at once arrest the attention of anyone at all posted on musical instruments as soon as he enters the door—and that is that eight-tenths of all the pianos on the floor are of the highest grade."

The Shortest Route from Minneapolis and St. Paul to points in Northern and Eastern Wisconsin. The Direct

The Shortest Route from Minneapolis and St. Paul to points in Northern and Eastern Wisconsin. The Direct Line to Lake Michigan Ports, Gladstone, Escanaba, Manistique, and Sault Ste. Marie, Michigan.

The Short Line to Paynesville, Glenwood, Elbow Lake, Minn., Fairmount, Hankinson, Lidgerwood, Forman and Oakes, Dakota.

REDUCED RATES TO ST. PAUL DURING THE CARNIVAL.



Through Trains run between Minneapolis and Gladstone, Mich., commencing Monday, December 12th, 1887, and between Gladstone and Sault Ste. Marie, commencing January 1st, 1888. For Rates and Further Information apply to Agents or address

F. D. UNDERWOOD, General Manager. **H. L. SHUTE,** General Freight Agent. **JNO. G. TAYLOR,** General Passenger Agent.

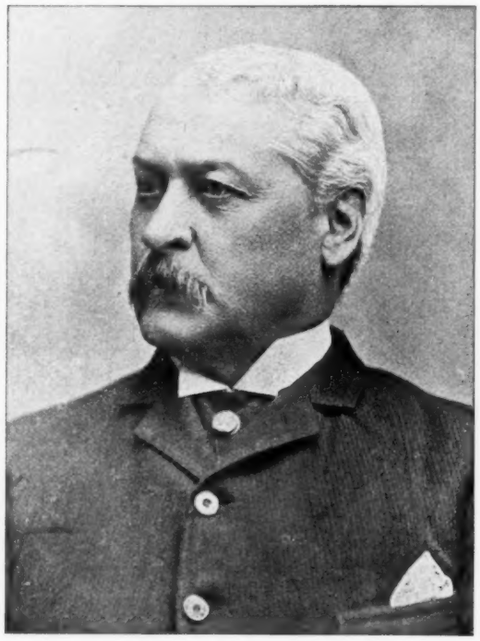
The Short Line to Iron Mountain, Republic, Humboldt, L'Anse, Houghton, Hancock and Marquette, via Pembine and the Milwaukee & Northern R. R. and D. S. S. & A. R'y.

City Ticket Office. St. Paul, 199 East Third St.

J. M. SAWYER, General Agent.



ST. PAUL ICE PALACE. 1888.



DANIEL R. NOYES.

ST. PAUL BUSINESS BUILDINGS & BUSINESS MEN.

The new Frost Block, which is the subject of one of our illustrations, makes the most of the single lot adjoining the tall edifice of the *Daily Globe*, and is a handsome and admirably finished office structure.

The new crockery house of Wemott, Howard & Co., on Jackson street, occupies one of the best and largest of the business edifices erected during the past year. The store rooms of this firm are filled with a large stock of every kind of handsome porcelain, pottery and glassware and are worth visiting by all lovers of ceramics.

Our St. Paul real estate article is by Mr. Clay, of the firm of Odin G. Clay & Co., and will be found to be accurate and conservative. An article by Mr. Clay on the same subject in the New York *Evening Post* led to the request that he should treat this important branch of St. Paul's growth in THE NORTHWEST.

The First National Bank was the first in the city to erect a handsome building designed with a special view to banking uses. We give an illustration of both the exterior of the structure and of the handsome interior of this institution. The bank has a capital of $1,000,000 and a surplus of $650,000. The officers are Henry P. Upham, President; C. D. Gilfillan, Vice President; E. H. Bailey, Cashier; and Wm. A. Miller, Assistant Cashier.

The Second National dates back as a private bank to 1853 and as a national bank to 1864. Its officers are E. S. Edgerton, President; A. S. Cowley, Vice President; and D. A. Monfort, Cashier. A picture of its spacious banking room appears among our illustrations.

E. S. Bartram, the tailor, came from New York about a year and a half ago and has built up a large and successful business in his rooms in the Mannheimer Block. His business method is to give for moderate prices the best materials and the most skillful services in fitting and making clothes.

The long-establishhed paper house of Averill, Carpenter & Co,, is favorably known to printers and publishers throughout the entire Northwest and has furnished the raw material for more newspaper periodical literature than any other concern between Chicago and the Pacific Coast. The trade of this house reaches as far west as Oregon and Washington, and its dealings are always characterized by a spirit of fairness and liberality. Gen. Averill, the head of the firm, is one of the leading citizens of the Capital City.

The stately structure of the Bank of Minnesota is one of the most imposing architectural monuments in the business heart of the city. This bank was established in 1859 as Dawson & Co's., and was re-organized in 1882 under its present name. Its paid up capital is $600,000, and its surplus is $60,000. The officers are Wm. Dawson, President; Robert A. Smith, Vice President; Wm. Dawson, Jr., Cashier; and Leander Bosch, Assistant Cashier.

The big dry goods store of the Mannheimer Bros. is the Mecca of all the ladies in St. Paul and of thousands in the country towns in Minnesota. There they are sure at all times to find whatever is most fashionable, novel and attractive in all the lines of goods that go to the comfort and adornment of the person. The building itself is one of the largest and best constructed of all the edifices of the Capital City. How the interior of the great main salesroom looks our artist has tried to show in this illustration. Mannheimers is a brilliant spectacle on pleasant afternoons, when crowded with fair shoppers. On both the street fronts long lines of handsome equipages are drawn up. Within at all the many counters are throngs of animated purchasers, gratifying the passion for shopping which is a leading trait of the female mind. Nor are the men wholly wanting, for there is a department for their exclusive benefit, where all sorts os furuishing goods are displayed. On the basement floor there is a second store room, well-lighted, and as large as that on the main floor, and this is filled with blankets and other substantial and bulky wares.

The Mannheimers have an office in New York City and keep a purchasing agent constantly employed there. They have also agents in Paris, London, Berlin and other European cities. Thus they are never behind in the fashions. It is their special pride that they can at all times offer to their customers everything in the way of elegant novelties that can be found in the leading stores of New York. In fact they regard as competitors, not the other dry goods stores of St. Paul, but the leading houses of New York and Chicago. They must meet those concerns in prices and variety of handsome goods. For neatness, orderly management and good taste in the selection and display of goods the Mannheimers lead easily all the dry goods houses of the Northwest.

HANDSOME ST. PAUL HOMES.

The residence of Russell R. Dorr on Crocus Hill presents many interesting and ingenious suggestions to those occupying bluff sights. The position of the building on a sloping hill-side with the entrance floor on a level with the crown of the bluff naturally arranged the plan of the house with cellar, basement, first and second floor. The cellar being unusually high, light and airy, while the basement is entirely above ground on the river side. On this floor are disposed the dining room, kitchen, ser-



ST. PAUL.



MINNEAPOLIS.

ST. PAUL DAILY GLOBE BUILDINGS.

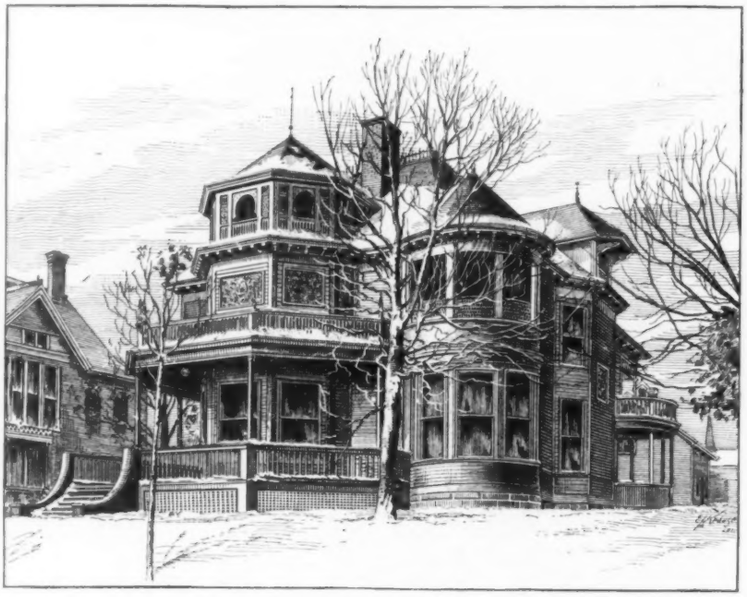
vants room, hall, pantries, etc., while the first floor is given to parlor, sitting room, library, etc., and the second floor to chambers. The house is finished entirely in hard wood with the exception of a portion of the second story and is planned peculiarly with reference to the magnificent views obtained from it.

The residence of G. V. Bacon, on Sumit Avenue, always attracts attention and praise from strangers driving on this beautiful street by reason of its pleasing architecture and its handsome grounds and its agreeable, home-like expression.

Mr. Schurmeier's stately home, on Crocus Hill, is one of the best examples of new home architecture of St. Paul, which seeks individuality and intelligently adapts structures to their locations and surronndings. It worthily adorns one of the most attractive spots in the city.

Two other handsome Crocus Hill homes are included among our illustrations—the residences of John Quincy Adams and Edmund Rice, Jr. They stand on the verge of the bluff, commanding a magnificent prospect over the city and the valley of the Mississippi for more than ten miles. Our artist has given in his sketch a little glimpse of the view which the owners of these houses enjoy in its fullness every day.

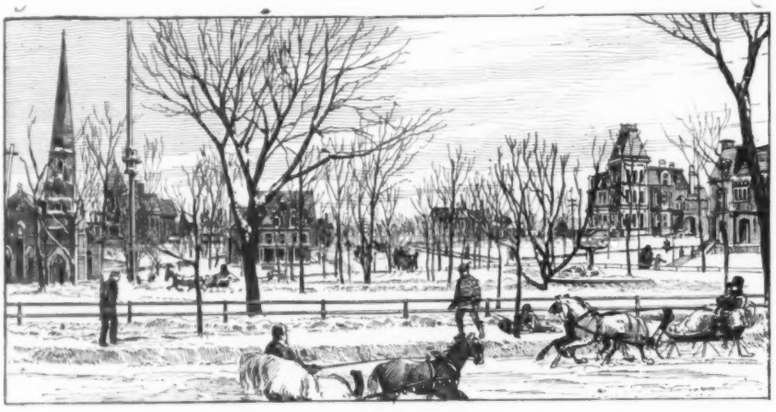
Probably the costliest dwelling erected during the past year is that of A. H. Wilder, on Summit Avenue, just above Selby. Mr. Wilder has placed a noble building upon what will be generally admitted to be he finest and most commanding situation on the en- avenue.



NATHAN FORD'S RESIDENCE, DAYTON AVE., ST. PAUL.

Nathan Ford's house on Dayton Aaenue, has an attractive exterior and is noticeably well-built, well-finished and comfortable throughout.

Capt. Henry A. Castle owns a handsome and spacious house on Western Avenue, which is the subject of one of our engravings. After a long and very active career as a soldier, journalist and politician Capt. Castle finds himself well-situated for enjoying the afternoon of life.



SUMMIT PARK, ST. PAUL.

SNOW-SHOE THOMPSON'S REMARKABLE FEATS.

If not the swiftest, it was universally conceded, that even up to the time of his death, Thompson was the most expert snow-shoe runner in the Sierra Nevada Mountains. At Silver Mountain, Alpinene County, Cal., in 1870 when, he was forty-three years of age, he ran a distance of 1,600 feet in twenty-one seconds. There were many snow-shoers at that place but in daring Thompson surpassed them all. Near the town was a big mountain where the people of the town were wont to assemble on bright days in winter to the number of two or three hundred. The ordinary snow-shoers would go part way up the mountain to where there was a bench and then glide down a beaten path. This was too tame for Thompson. He would make a circuit of over a mile and come out on the top of the mountain. When he appeared on the peak he would give one of his wild High-Sierra whoops, poise his balance pole and dash down the face of the mountain at lightning speed, leaping all the terraces from top to bottom, and gliding far out on the level before halting.

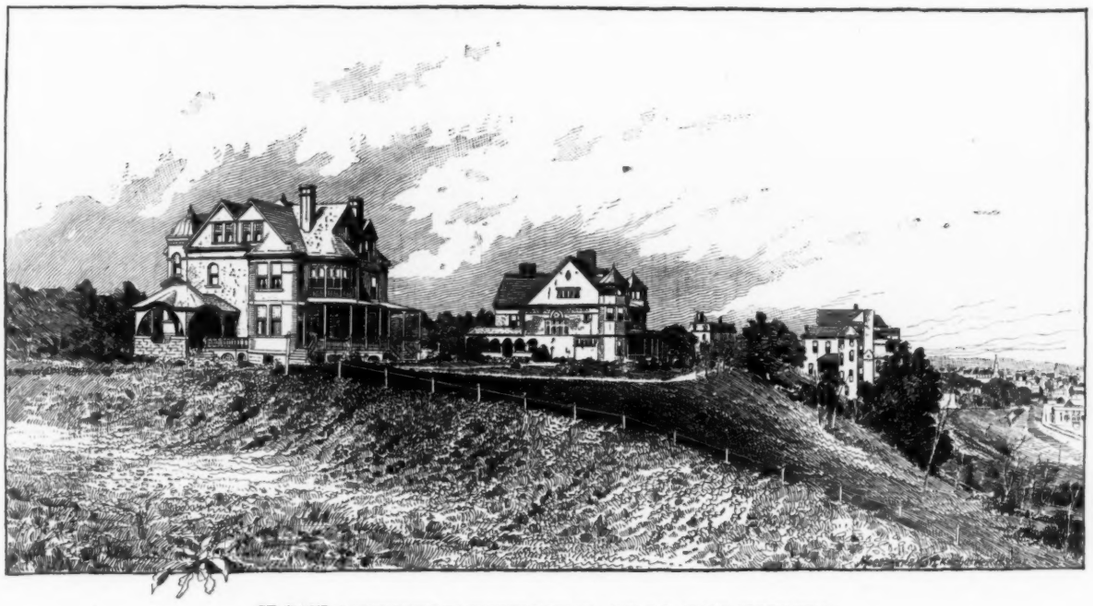
Snow-shoe Thompson seldom performed any feat for the mere name or fame of doing a difficult and daring thing. Yet W. P. Merrill, postmaster at Woodford's, Alpine County, writes me as follows in speaking of some of Thompson's achievements: "He at one time went back to Genoa, on a mountain, on his snow-shoes, and made a jump of 180 feet without a break." This seems almost incredible, but Mr. Merrill is a reliable man, and for many years Thompson was a near neighbor and a regular customer at his store. Thomson doubtless made this fearful leap at a place where he would land in a great drift of soft snow. I spoke of this feat to Mr. C. P. Gregory, formerly Thompson's neighbor in the mountains, but at present a resident of Virginia City, Nevada, and he answered that although he never heard of that particular leap, he did not doubt what Mr. Merrill said. "I know," said Mr. Gregory, "that at Silver Mountain he often made clear jumps of fifty and sixty feet."—*Overland Monthly.*



CAPT. HENRY A. CASTLE'S RESIDENCE, WESTERN AVENUE, ST. PAUL.

The Gettysburg Panorama.

One of the attracting and permament institutions of St. Paul is the great war panorama "The Battle of Gettysburg," located at the corner of Sixth and St. Peter streets. This splendid picture was first opened to the public about one year ago, and has been a constant source of pleasure to an increasing throng of visitors, from that time until the present. Probably one hundred thousands persons have visited the panorama, and each visitor becomes at once an enthusiastic advertisement of its attractions. The whole dramatic scene of "Picket's charge," the culminating inadent of this great battle and the crisis of the war, is portrayed in striking and realistic colors. The beholder stands in the midst of the scene of carnage and sees the grand agony of man all around him.



ST. PAUL.—RESIDENCES OF EDMUND RICE, JR., AND J. Q. ADAMS, CROCUS HILL.

"TOT AND ME."

One day when we were between the North Platte River and the Laramie Mountains, and some miles west of Fort Fetterman, W. T., while I was riding along the dry bed of a little creek looking for water, I saw a stockman coming across the ridge a quarter of a mile away. The pony on which he was mounted came along on a swinging gallop, and as he drew nearer I saw the man had a little child, a boy, not much over three years old, in front of him on the saddle. He came up and stopped, and we engaged in some commonplace conversation about the distance to various ranches, our destination, etc. The boy in the mean time had turned aronnd and got up on his feet in the saddle and put one arm around the man's neck and looked at me shyly, as if he was not much accustomed to seeing strangers. The man was tall, perhaps more kindly looking than handsome, and might have been thirty years of age. I suggested that the boy appeared to be fond of riding for such a little one, when the man said:

"Yes, Tot—I al'ays call him Tot—is a great rider. He can ride fifty mile a day if I carry him in my arms part o' the time," and he looked at the baby proudly, with just a touch of sadness as he gave him a little hug.

"Dosn't he get tired?"

"Yes, a little, when we go so fur, but he can stand thirty-five or forty mile an' be jes' as chipper as you please when we git back to the ranch."

"Does he go out on the range with you every day?"

"Every day I do. You see there ain't nobody to leave him with at the ranch—Tot an' me live all alone. I got a little ranch o' my own down here, with a couple o' hundred head o' stock up 'n' the creek, an' when I go out to look after them or anything I have to take him along. When I first begun to take him with me, 'bout a year ago I thought he wouldn't stand it, but I was careful not to go fur—not more'n fifteen or twenty or mebby twenty-five mile in a day—an' would you believe it, he jes' got fat on it. Mebby you'll think, stranger, I orter get him a better home somewhere, but I tried it an' it didn't work. You'll excuse me, I reckon, if I talk about it. I don't see anybody very of'en an' sometimes it kinder makes me feel better to talk a little. You see, we were living down where I do now, tryin' to git a start an' make a kind of a home, an' a year ago Tot's mother died. Well, she was sick quite a while, and I took care o' her the best I could. I reckon she didn't have as good care as she should o' had, but I done jes' the best I knowed how. Had the post surgeon come out as often as he would, an' by'n' by he said she'd got to die. An' she did die, stranger. It was pretty dark fer me, an' I'd a gone away, if I hadn't done nothin' wus, if it hadn't been fer Tot. When I thought 'bout him, I felt 'most as bad as I did when I thought 'bout his mother, but I had to do something fer him. I had some f riends at the fort, an' they offered to give him a home, so I took him dowm to them. I told him good-by an' they kep' him in a back room so he wouldn't see me go away, an' I went out an' got on my horse an' jabbed the spurs into him so's to ride off fast, but I hadn't went twenty yards when I heard Tot callin'; 'Papa, let Tot dow too,' an' there he was out the door an' away from 'em an' comin' after me, thinkin' he could catch me with his little fat legs. I pulled up short an' rode back an' reached down an, took the little feller up in my arms, an' says I: 'Tot, yer papa won't never leave you agin'!' Then I turns to my friends an' says I: 'Thank you fer bein' so willin' to take him, but Tot goes with me!' an' I jes' rode right off without waitin' to get his hat—I was 'most ashamed to let them see how it made me feel. An' he ain't never left me, neither, since, have you, Tot? Good-by. I've got to be gittin' back 'fore night. If you should git down as fur as my place come an' stay all night with me."—*Chicago Tribune.*

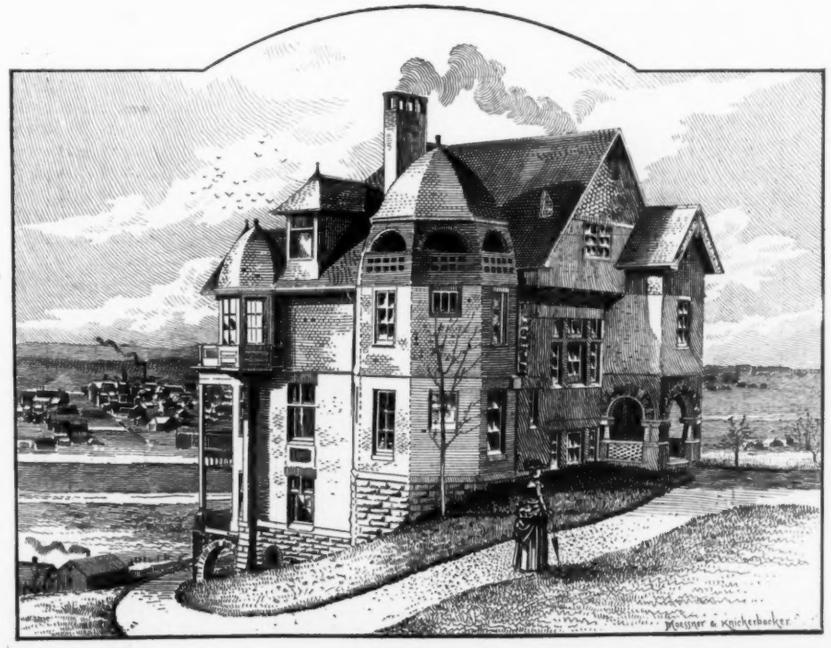
EVENING.

Down the blushing western sky
Sinks the sun at close of day;
On the snowy mountain high
Fades its tender glow away.

Loud the lonely night-hawks wail,
Where the river creeps along,
While from yonder dusky vale
Faintly sounds a bird's low song.

Like wierd shadows, black and tall,
Stand the trees upon the hill;
Fragrant dews begin to fall,
Darkness comes and all is still.

Tacoma, W. T., Nov. 1887. M. FRANKLIN HERBY.



ST. PAUL.—RESIDENCE OF RUSSELL R. DORR, CROCUS HILL.

MINNESOTA WINTERS.



ST. PAUL.—RESIDENCE OF T. L. SCHURMEIER, CROCUS HILL.

When Minnesota was first settled the current view concerning its climate entertained in the East was that it was rigorous and forbidding. This was somewhat changed by the experience of multitudes of people who came here to seek a reprieve from death from lung diseases, and who secured a new lease of life and a long one too. Scores of people can be pointed out in St. Paul who migrated to Minnesota in the fifties or sixties as a last hope. They are hearty, successful people and they have only blessings to bestow on the good dry air of Minnesota, with its resinous aroma from the great pine forests. Still the common notion that there must be something trying in a Minnesota winter has not wholly been dispelled. The best way to dispel the idea is to point to the achievements of the State in population, wealth and civilization. No region with a climate so rigorous as to interfere with the comfort and the business activity of its people makes rapid progress. Witness the northern provinces of Russia and the eastern portion of the Dominion of Canada. Labrador is to-day as desolate and inhospitable a country as it was when Hendrick Hudson first cruised along it shores seeking the Northwest Passage. In all of the St. Lawrence country nature interferes with expansion by a climatic wall in the great northern forests. If the winters of Minnesota were so severe as to check activity and make existence a struggle with the forces of the cold for a large part of the year, we should not to-day see a great State, with nearly 1,500,000 of people, with a vast annual surplus of wheat, corn and cattle, with busy manufacturing towns and with two neighboring cities whose aggregate population exceeds 300,000, forming the third greatest population center in the West. These things would be impossible if Nature put a veto on out-door business activities and agreeable in-door living for four months of the year. A bad climate, whether of heat or cold, makes a scanty population and languid industries, or if population abounds the standard of civilization is low, as in Hindostan.

What, then, is an average Minnesota winter? It begins late in November with light falls of snow and a fall of the mercury to about zero mark. In December we usually get a few days when ten or fifteen degrees below will be registered in the night; perhaps as low as 20 minus. A January thaw is seldom seen, though we had one for a few days in 1886 which has made us tremble for the Ice Palace and caused the ice statues to weep. The coldest weather usually comes about the last of January or early in February, and then the old settler is not astonished to find his thermometer marking thirty below in the morning, and he is careful to wrap up his ears and face if he is going to be out of doors long. Comfortable winter weather in St. Paul is from zero to ten below at daybreak, rising to zero or ten above during the day. The air is clear and wonderfully invigorating and the sun shines brightly. There is no wind. The crisp snow crackles under your tread. The people you meet are in good spirits; every body moves quickly; business goes on with a vim. You are surprised at the amount of work you can do in a day without fatigue. You feel like a well-groomed race horse. Every time you go out into the pure, cold atmosphere you are braced up anew. It is like the invigoration of champagne without the penalty of subsequent lassitude. And then how soundly you sleep and what an appetite you have! How pleasant are the glowing hearth and the evening lamp! How all home pleasures seem intensified!



ST. PAUL.—WILDER BLOCK, FOURTH STREET.

There are decided advantages in the steady cold weather, which people who live in milder and changeable climates do not enjoy. In the first place you may expect immunity from coughs and colds. The air does not rasp and irritate the mucus membranes of your breathing apparatus. Then it never rains and you never have to carry an umbrella, for the snow is so dry that you can shake it off your clothing. You wear rubbers, not to guard against damp feet but to avoid slipping on the smooth, hard surface of the frozen snow. In the coldest weather a pair of warm arctics are comfortable. As for clothing there is no difference in the ordinary wearing apparel of men and women here from that worn in New York or Philadelphia, except in the matter of overcoats and cloaks. Men who drive or go about a good deal out of doors commonly wear fur coats, and fur is much used in trimming ladies' wraps. The fashionable overcoat of the period is made of plain cloth with lining, collar and cuff of mink; but this is a costly garment and cheaper furs answer for most people. Buffalo skin was formerly the popular wear, but the buffalo is extinct and there has not been a single coat made of his hide in St. Paul for two years. Wolf, bear, wild cat, muskrat, dog, lamb and other skins take its place. For men who only go from homes to offices or stores and are only out on ordinary business errands in town, a good, thick cloth ulster is plenty warm enough, even for thirty degrees below weather. Fur caps are much worn by both men and women. Nothing is more becoming to a fresh young face than a jaunty sealskin cap.

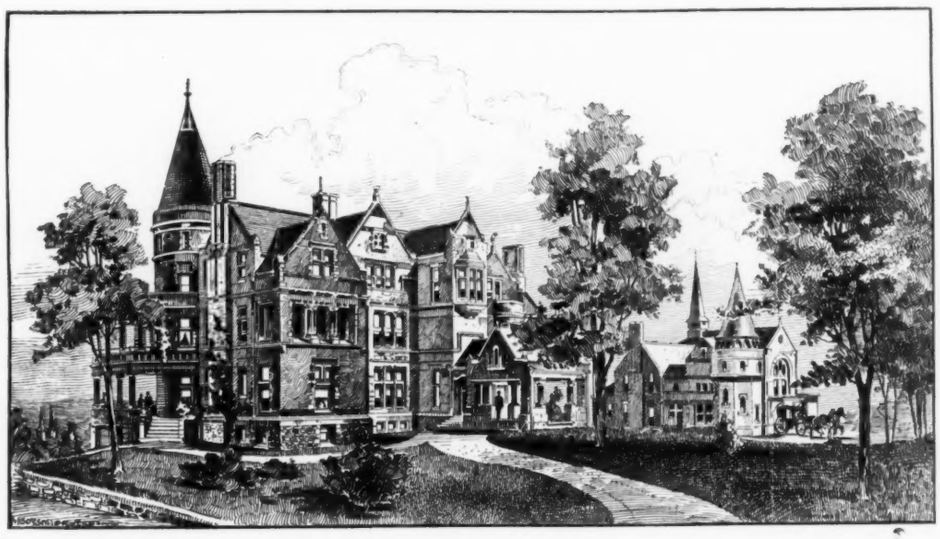
In Minnesota all vehicles go upon runners from December until about the first of April and the streets and roads are musical with sleigh bells. Wheels are laid aside and coaches, cabs, stages, omnibuses and buggies are fitted each with four little steel-shod sleds. Only the street cars and the railway cars stick to their wheels. The snowfall is not heavy and blockades are of rare occurrance. It is a common error to suppose that the further north you go the more snow you find. Heavy snowfall implies a moist climate, not a cold one. The trains are blockaded much more frequently in Iowa and Illinois than in the extreme northern part of Minnesota; indeed winter delays to travel are rare in the Northwest.

But after all, the best proof of the excellence of our Minnesota climate is to be found in the mortality statistics. They tell a story that no argument is needed to reinforce. Here is the annnal death rate per thousand inhabitants in a number of leading American cities, complied from the latest official reports:

New Orleans	26.57
New York	25.53
Washington	22.80
Boston	22.40
Brooklyn	21.59
Detroit	20.46
Baltimore	20.38
Pittsburg	19.00
Chicago	18.70
St. Louis	18.70
Milwaukee	18.43
Cincinnati	18.37
St. Paul	12.15

Thus it appears that a man's chances for long life are a little more than twice as good in St. Paul as in New York. Pure water and good drainage combine with a favorable climate to produce this happy result.

E. V. S.



ST. PAUL.—RESIDENCE OF A. H. WILDER, SUMMIT AVENUE.

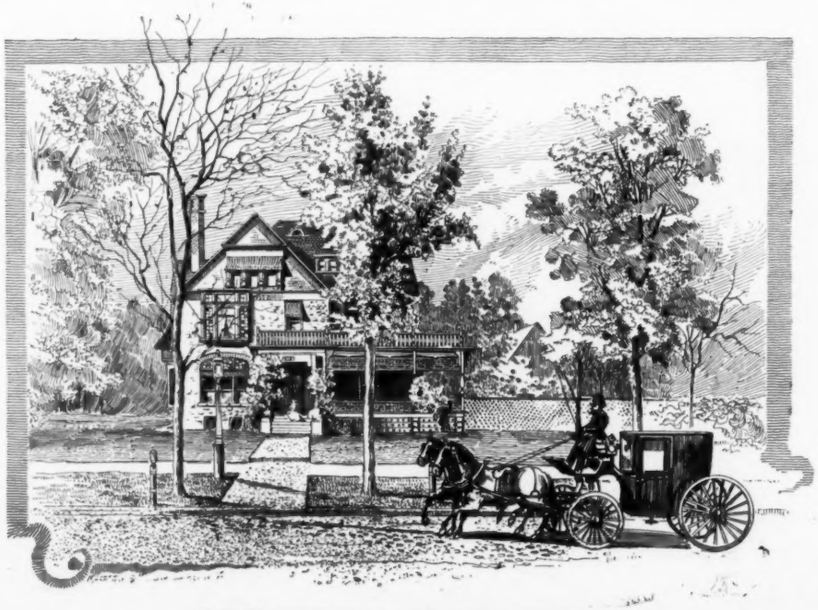
TOBOGGAN SUITS.

A Walla Walla man who was in St. Paul last year during the carnival festivities, wrote a letter to the *Statesman*, in which he thus described the toboggan toggery.

Now and then we stalk noiselessly by an odd and unique-looking thing, locally known as a tobogganer. At first glimpse you think it is some one who has forgotten to put on their clothes, walking in their sleep and their underwear, but a closer scrutiny convinces a fellow that "its mother knows it's out. It is only some one who has made himself a suit of clothes out of his blankets—being hard up, presumably. The suits contain all the blanket colors and look really comfortable and dashing. Imagine a fellow dressed in a pair of snug-fitting pants, made out of a white blanket, with heavy, blue woolen stockings that reach the knees, and soft, yellow buckskin moccassins on, and his jumper-like jacket made also of white blanket, with the red, blue and pink stripes, that ornament the ends of blankets, encircling the lower end of the jacket just below the waist, and around the ends of the sleeves, with a little half-circle blue piece on the tips of the shoulders; an attached hood made of the stripe-colored end of the blanket, hanging down his back with a blue window-curtain tassel swinging at the pointed top end of the hood; a Tam O'Shanter-like cap made of the stripe-colored ends of the blanket, with a tassel hanging to one side from the top on his head; a long, red, woolen scarf fastened around his waist like unto a Spanish Cavalier's silk sash, and you have a tobogganer in full kilt, when he gets his blue wristlets and mittens on. The girls are togged in the same kind of an outfit, only, of course, over the snug-fitttng pants she has a close-cut blanket skirt, with the aforesaid colored end-stripes encircling the lower end, and 'tis said a broad, yellow garter is the proper toboggan stocking supporter for the fair, but as to that I only have hearsay.

SAFE AND PROFITABLE INVESTMENTS.

In any detailed account which might be written of the successful investment of capital in St. Paul and the remarkable and uninterrupted increase in the value of real estate in the city, the firm of Cochran & Walsh would have a conspicuous position. This firm began business in 1869, handling real estate negotiating mortgage loans and dealing in bonds and commercial paper. In that time they have done much to make widely known the advantages and profits of placing money in a city where the security constantly appreciates in value. They can point to a record without a flaw. No one ever lost a dollar by loaning on a mortgage through their firm. They have seen interest go down from twelve per cent. to six and seven and real estate values double again and again during the eighteen years of their business operations, and have had the satisfaction of helping thousands of people to handsome profits by their intimate knowledge of city property.



ST. PAUL.—RESIDENCE OF G. V. BACON, SUMMIT AVENUE.

PROGRAMME OF CARNIVAL SPORTS.

Thursday, Jan. 26th—Commercial Traveler's Day. One hundred-yard amateur snowshoe race, open to members of the Minnesota carnival clubs, first prize, gold medal; second, silver medal. One mile snowshoe dash (amateurs), open to members of the Minnesota carnival clubs; first prize, gold medal; second, silver medal. Storming at 8 p. m.

Friday, Jan. 27—Championship 100-yard dash on snowshoes, open to all amateurs; first prize, gold medal; second, silver medal. Championship one-mile dash on snowshoes, open to all amateurs; first prize, gold medal, valued $25; second, silver medal, valued at $10. Ski race, first prize, $40; second, $25; third, $10.

Saturday, Jan. 28th—Snowshoe steeplechase across country, distance eight miles, start from palace grounds; first prize, gold watch; second, silver watch; third, gold medal; fourth, silver medal. Competetive prize drill on curling rink at grounds, open to all carnival clubs, first prize, silk banner; second, silk banner; third, silk banner.

Monday, Jan 30th—One-fourth mile snowshoe dash, open to amateurs; first prize, gold medal; second, silver medal. Half mile straight-away race on ten-foot toboggans, each toboggan loaded with six persons, drawn by ten men, silver cup. One hundred and fifty-yard hurdle race on snowshoes, open to amateurs; first prize, gold medal; second, silver medal. Class ski race; first prize, $25; second, $15; third, $5; for kjelke clubs; first prize, $15; second, $10, third, $5.

Tuesday, Jan. 31—National curling contest, East versus West; silver trophy valued at $150 and four gold medals, valued at $100 (banquet to visiting clubs at Windsor at 8 p. m.); toboggan race, one-eighth mile straight-away; first prize, gold medal; second, silver medal.

Wednesday, Feb. 1st—Curling contest open to the world; first prize, silver trophy valued at $200; second silver trophy valued at $125; third, gold medal valued at $75, also four gold medals.

Thursday, Feb. 2d—Curling continued: equipage display; single turnout, horse blanket; tandem, tandem whip; double turnout, silk lap-robe valued at $100: four-in-hand, robe valued at $150; three abreast, a la Russian, medal; girls' toboggan race.

Friday, Feb. 3d—Curlers contest for individual points; first prize, gold medal valued at $75; second, medal valued at $50; third, medal valued at $35; fourth, medal valued at $25. Toboggan race for men on carnival slide; first prize, gold medal; second, silver medal. Double togoggan race for lady and gentleman.

Saturday, Feb. 4—Pony, dog, goat and team parade. Prize medal in each case. Awarding of medals to schoo children for participating in ice sculpturing.

You may not write like Shakespeare,
Nor like a Webster talk,
But don't let that deter you
From shoveling off your walk.

ST. PAUL INVESTMENTS.

Surplus Eastern and Southern capital in seeking Western investment, should carefully examine every opportunity and locality brought to its attention before making a final decision. It is not too much to say that it would be impossible for any person of fair judgment to thoroughly investigate the present conditions of affairs as they exist in the principal Western cities without being convinced beyond any doubt that St. Paul presents by far the best and safest opportunities offered to those who desire to make permanent or speculative purchases of realty, or to buy mortgage notes and make 8 per cent. loans. Proof of the correctness of the above assertion may be had by addressing for maps, plats and information concerning St. Paul, H. S. Fairchild & Son, Chamber of Commerce Building, St. Paul, Minnesota. The firm is the oldest concern in its line in St. Paul, having been in steady and successful business since 1857, or a period of thirty years. During that time, and especially during the past five years, it has made very many investments, and consequent fortunes, for Eastern and Southern capitalists (and small investors as well) who have relied entirely upon the character of the firm for good judgment and responsibility. St. Paul is now the most rapidly growing city in America, and its destiny as the third railway, financial and commercial metropolis of the United States is assured. While its present population, as proved by recent statistics, is very nearly or quite 200,000, the prices of realty are only about one-third those of Kansas City, Los Angeles, or other "boom" towns. About 300 passenger trains arrive and depart daily from the Union Depot in St. Paul—a fact stated merely to indicate its present importance as a railway center—and yet prices of realty are less than they are in Omaha, a town of but little more than one-half the population of this city. It is not, however, the intention of this article to give full information about St. Paul, but rather to suggest enough to induce people who think seriously of making Western investments, where they are assured of many times the rate of increase possible to obtain East, to investigate the opportunities now offered in St. Paul. It is to that end Messrs. H. S. Fairchild & Son urge everybody who reads this to write for information concerning the present advantages of St. Paul, and the certainties and possibilities of its future. There has never been a time in the entire history of the city when investments could be made with the same degree of safety and certainty of rapid increase in value, as now; there has never been a time when loans could be placed so advantageously and safely as the present. From 7 to 9 per cent. can be realized, net, to the investor in loans or in the purchase of mortgage notes, and with a degree of safety that is not surpassed by any bank in the country; that is, there is absolute safety. H. S. Fairchild & Son will be pleased to answer fully and promptly any inquiries that may be made. Address H. S. Fairchild & Son, Chamber of Commerce Building, St. Paul, Minnesota.



BARTRAM'S TAILORING PARLORS, MANNHEIMER BLOCK, ST. PAUL.



LAFAYETTE PARK, ST. PAUL.

NEARLY SEVENTEEN MILES OF NEW BUILDINGS.—The linar frontage of all the buildings erected in St. Paul during the year 1887, if placed side by side, would be 88,782 feet, or 16 4-5 miles, and would extend in a continuous line on both sides of Seventh street, from the Harvester Works beyond Post Siding, to the east end of the Fort Snelling bridge. The buildings would line both sides of University Avenue, from Jackson Street to the Exposition Building in Minneapolis; would reach on both sides of the street, from the junction of the river and Dayton Avenue east, one and three-fifths miles beyond Maria Avenue, via Third Street; from the river, via Broadway and Mississippi Street, three-fourths of a mile north ef Lake Vadnais; or from the intersection of Rice Street and Summit avenue, on both sides of Rice Street and the county road, to within one-fourth of a mile of J. J. Hill's farm, one mile beyond Lake Vadnais.

UNION LAND COMPANY OF ST. PAUL.

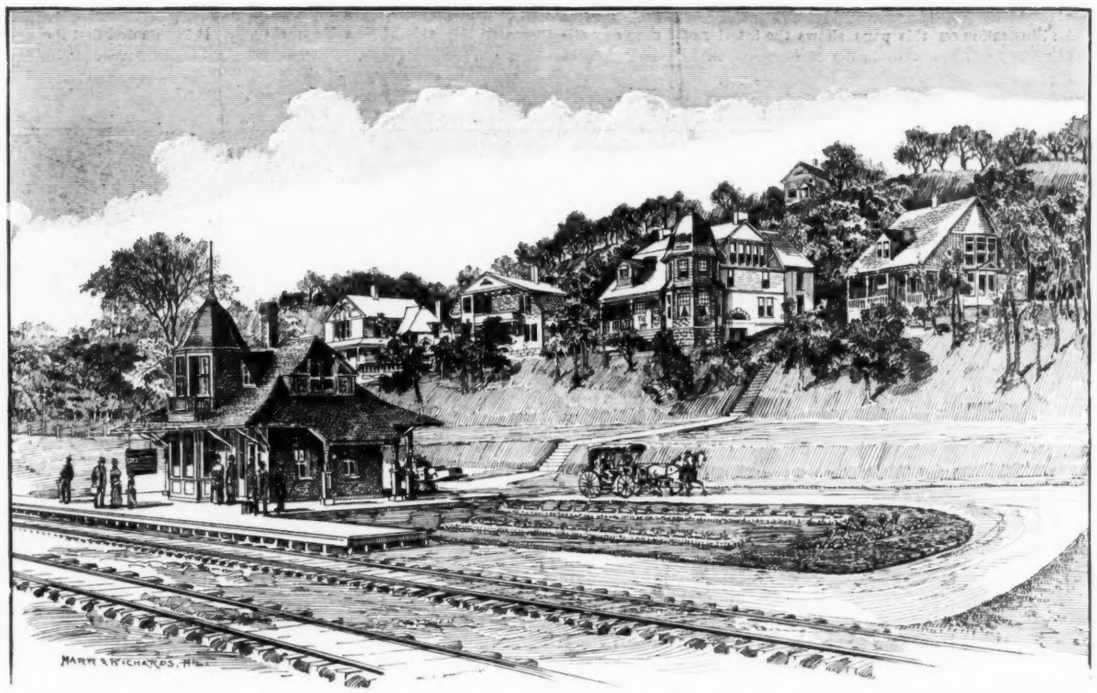
Of the many enterprises originated during the year for the development of the city, one of the first importance has been the organization of the Union Land Company of St. Paul.

This large land company represents an extensive investment in city property, acquired purely for development, but more especially to meet the demands of our rapidly increasing population and to supply a want hitherto felt by a class desiring to build in a suburb sufficiently removed from the noise and tumult of the city, and at the same time possessing rapid and frequent railroad communication with the business center. The district now commonly known as Burlington Heights was selected as embracing the requirements in view. The Heights are situated in the eastern confines of the city, extending north and



"THE BOSTON," CORNER THIRD AND ROBERT STREETS, ST. PAUL.

south along the lines of the Chicago, Burlington & Northern and the Chicago, Milwaukee & St, Paul roads, distant only three and four miles from the Union Depot, as measured from its northern and southern limits, respectively. The level lands at the foot of the bluffs or heighths are traversed by Newport Avenue and by the railroads mentioned and have been reserved for the location of mechanical enterprises which, it is probable, will be added in the near future to the many industries already established in our city. The bluffs, which are of extreme beauty and of diversified surface, are now being improved for residence sites exclusively. The company was not in a position to offer its property before midsummer, but a goodly number of houses have been built and are already occupied, and contracts have been closed for the construction of many more in the spring. From these well-wooded heights views are obtainable of the entire city and neighboring country, far surpassing in beauty and expanse those to be had from the celebrated Summit Avenue bluffs. The company has expended large sums of money in grading streets and roads, more than six miles having been opened to public traffic. In addition to these substantial improvements, which relieve purchasers of lots from any assessments on the score of grading, two miles of plank sidewalks and stone waterways have been laid, and further work of the same description is projected for the coming year, the expense of all of which will be borne by the company alone. Two of the prettiest stations within city limits have been erected on this property, at Oakland and Highwood, one mile apart, and distant from the Union Depot three and four miles. Suburban trains are running at the low fare of six cents, and it is intended to increase these facilities to keep pace with the growth of the district. The character of the buildings thus far erected is that of the best class of detached villas, and the company wisely insists that no houses of an inferior description shall be constructed upon its lands. The company discourages speculation in its property, but with great foresight is selling at moderate prices to actual settlers, and extends financial assistance to those who desire to build on the installment plan.



RAILROAD STATION AT HIGHWOOD, ST. PAUL.

In addition to the valuable property just described, the company owns an interest of over 100 acres in the famous Desnoyer Park, a track situated on the Mississippi River immediately between the cities of Minneapolis and St. Paul, and forming, as it were an inter-urban district tributary to both cities. The company owns further and desirable tracts just inside the city limits, in Washington County, which it holds for later development. These include an exceedingly valuable deep-water frontage of half a mile on the Mississippi, well fitted for the location of stock-yards, distilleries, or manufactories of any description.

The company's capital is $2,000,000—divided into 20,000 shares, of which 17,000 shares only have been issued, fully paid and non-assessable. The basis upon which the company is incorporated is unique, in so far that its property is held in fee simple, and cannot by any act of its officers be mortgaged or otherwise encumbered, the total liabilities of the corporation being limited to $50,000, thus securing shareholders in the amplest manner. A recent amendment to the company's articles of incorporation permits the exchange at par (for cancellation) of the company's stock for lots at listed prices, under rules and regulations to be determined by the directors, and under this plan stock will be now received at par from purchasers of lots who will agree to build without delay.

The total acreage owned by the company is 1,638 acres, of which 1,208 acres are actually within the limits of the city.

The board of directors include some of the most influential capitalists and citizens of St. Paul, and the company's operations will, without doubt, prove important factors in the general development of our city. The following is a list of the officers of the corporation:

Directors—Michael Doran, Messrs. M. Doran & Co., bankers and commission merchants; George B. Young, Messrs. Young and Lightner, attorneys; Gustav Willius, President, National German American Bank; Daniel R. Noyes, Messrs. Noyes Brothers & Cutler, wholesale druggists; A. G. Postlethwaite, General Land Agent, Northern Pacific Railroad; Manly B. Curry, real estate; Frederick E. Foster; Frederick D. Hager.

Officers—Frederick D. Hager, President and Treasurer; George B. Young, Vice-President; Frederick E. Foster, Secretary.

General office, National German-American Bank Building; Land Office, cor. Robert and Fourth streets.





LOVERING'S SHOE STORE.

An illustration on this page shows the interior of the largest retail shoe store in the Northwest. J. L. Lovering's big establishment on Wabasha Street will compare favorably with the best stores of its class in New York, Philadelphia, Boston or Chicago. It has a street frontage of fifty feet and a depth of 100 feet. The front is of plate glass, stained glass, antique oak, and a show of handsome shoes in the immense plate glass windows is so attractive that it always attracts the attention of passers-by so that they linger for a good view. The interior is brilliantly lighted at night with the Edison incandescent light. There is a cherry gallery at the rear and two large basements are occupied as stock rooms. Large mirrors extend to the ceiling. Upholstered chairs in plush and leather add to the comfort of customers.



ST. PAUL.—INTERIOR OF "LOVERING'S," WABASHA ST.

Lovering's is without doubt one of the largest exclusively retail stores in the United States, and is a credit to St. Paul. Its business is not confined alone to the city, but extends to the Pacific Coast and to the Dominion of Canada. This trade has been reached by Mr. Lovering's liberal and original advertising, for which he is noted. The mail and express order department is an important and increasing feature in the business. Lovering's success is also largely due to his courteous treatment of customers, which has won him the regard of the pnblic, and also careful and judicious business management and a faculty of being able to avail himself of every favorable opportunity.

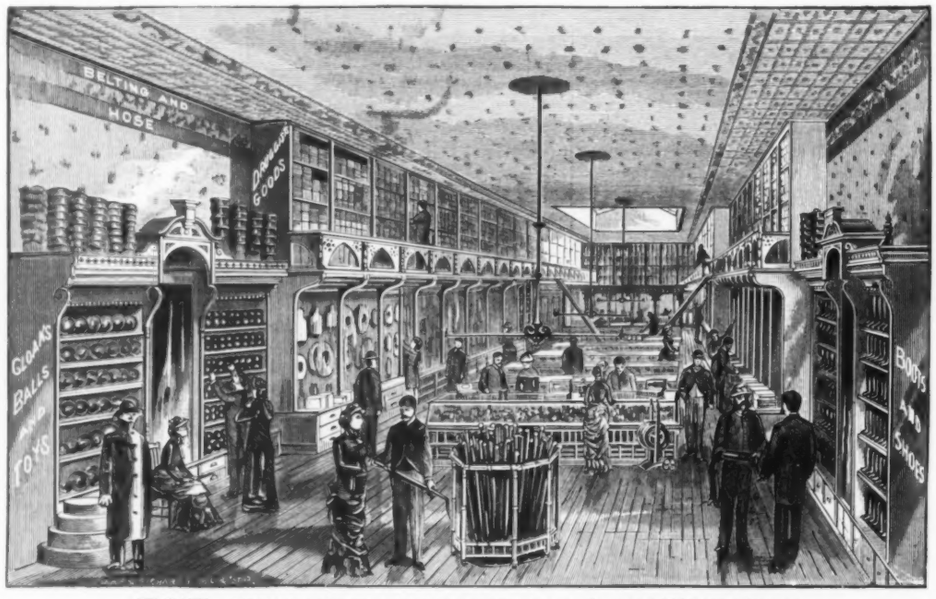
Lovering's specialties are fine American, English and French goods, of which he carries a larger stock than any other concern this side of New York City, and also excellent low priced goods. He has all widths and sizes and can fit anybody's foot, no matter how unusual its shape or size may be. The manufacturing of custom work is carried on upon the premises.

Lovering's business methods always show originality and enterprise and his constant advertising and his invariable rule to send customers away fully satisfied that they have got the best goods possible for anybody to give them for the prices they pay, have made his name a household word in St. Paul in connection with good shoes. Mr. Lovering came to St. Paul from Boston six years ago, and like most permanently successful men in trade has built up his business from small beginnings. Square dealing, enterprise, hard work and good nature have placed him in the front rank of his line of business.

WEST ST. PAUL PROPERTY AS AN INVESTMENT.

It is rumored that the Burlington and the Milwaukee roads have completed arrangements by which a bridge is to be built at the Stock Yards. Another important progress is that the St. Paul & Duluth Railroad is about to open up a line through West St. Paul to points South and West. Its Edison Motor has been tested and will be in operation before spring. Millions of dollars are already invested in manufacturies and stock yards. Everything points to the end of West St. Paul becoming a large place in a few years. Lots within walking distance from the Post-Office sell for $500 each on monthly payments; business lots on the main thoroughfares at $100 per foot, fine residence lots at one-half to one-fourth what the same sells at across the river.

C. B. Lawton, the energetic agent at the south end of the Wabasha Street Bridge handles more of it than any other agency in the city—handles it exclusively. His office on the corner of Dakota and Fillmore is the finest equipped real estate office in the city.



ST. PAUL.—INTERIOR VIEW IN GOODYEAR RUBBER COMPANY'S STORE, 131 EAST THIRD ST.

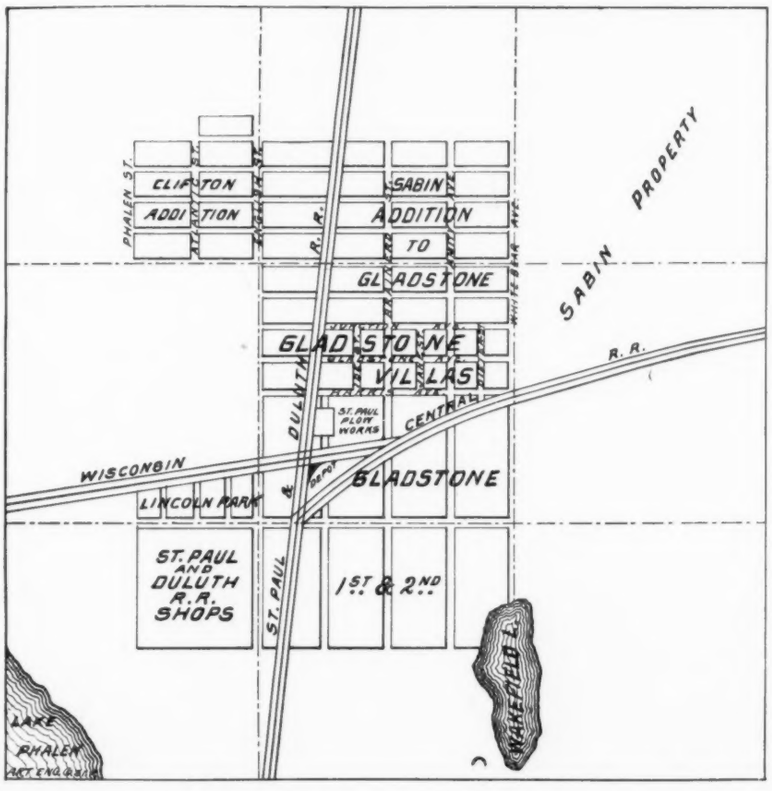
GOODYEAR RUBBER COMPANY.

We give a good illustration on this page of the interior of the St. Paul branch of the Goodyear Rubber Company. The business here is under the efficient management of Mr. James Suydam, whose energy and push have placed the firm in the front rank of business institutions here. The Goodyear Rubber Company's trade in the rubber goods line dominates over all others in the Northwest.

GLADSTONE, MINN.

The New and Prosperous Manufacturing and Residence Suburb of St. Paul.

Three-and-a-half miles to the north and east of the St. Paul Union Depot is situated one of the most remarkable suburban towns in the whole country. It is remarkable from the fact that it was born last June, and is now a manufacturing burg of very respectable dimensions. It would be difficult to make a person, unacquainted with Western progress, believe that Gladstone is only seven months old. It would seem almost impossible that so much could be done in so short a time. But the town is there, at the head of Lake Phalen, where eight months ago there was nothing that even remotely resembled the faintest suggestion of a settlement. A few smart men recognized the advantages of the location, and Gladstone sprang into existence. These men had plenty of money, as well as brains; they spared not the former, and the latter were occupied in engineering the purchases and improvements. The work was done well and quickly; for it was determined that no time should be lost in getting the place into habitable shape, nor should it be unsubstantial. Wise, indeed, were these men. They knew perfectly well at the outset just what the result would be, and they can sit down and figure, to-day, almost to a dollar, what another year will add to Gladstone in manufactures, dwellings and population. Its natural advantages have been, and will be still further, made known to the world through the legitimate medium—the press. And along with this advertising went the most liberal offers to capitalists, manufacturers and men of moderate means, who would locate there. These tempting inducements have not failed to attract the attention of the people wanted, and the result is shown in what has already been done; though this year the improvements projected and under way will really tell the tale.



MAP OF GLADSTONE.

Gladstone is in the path of the city's growth. The time is not far off when it will be an undetached portion of St. Paul, with all modern conveniences, and distinguished from other portions only by its newness and superior location. There is apparently no better field for investment; for the certainty of the city's rapid extension toward Lake Phalen is admitted by the most conservative. It has been demonstrated more than once, in the recent history of St. Paul, that wherever capital undertakes to build up a suburb t proves a success. Gladstone will not have to wait a score of years for the street cars, gas and electric light systems to reach it. These modern conveniences are already more than half way there, and only waiting for the few acres intervening to be sufficiently built up. The city's building record of 1887—nearly $12,000,000—will doubtless be exceeded the present year; and this means the improvement of the northeastern part as much as anything else. Now that general attention is attracted in this direction, there is no telling what the present year may see accomplished. Certain it is, that in whatever direction the city should extend, that part around Lake Phalen must get its share of the improvements. There is no other way of figuring it. Then, too, there is the splendid residence property, which must soon be utilized, as its desirability has long been recognized; builders heretofore having held back simply because no one else was there. Now that the prospect is good for an early, rapid settlement in the neighborhood, everybody seeking a pleasant suburban home will be anxious to secure ground there; and soon the demand will be so great that more acres adjoining will have to be platted and put on the market, and Gladstone will be riding on the tidal wave of prosperity.

Two main lines of railroad—the St. Paul & Duluth, and the Wisconsin Central—run through the place and give it all the advantages of facilities for traffic with the rest of the world that any other town enjoys. Both these roads are working hard in the interest of Gladstone; and it is reasonable to assume that their co-operation assures success, even though the support of the town's "parents" were withdrawn. The Duluth road has nearly completed its shops, which it is expected will be occupied by February 1st. The buildings represent an outlay of about $150,000, and form one of the principal features. A large force of men will be required in these shops, who will probably make their homes near by. In view of this, the Gladstone Land Company will erect, this season, as soon as the weather will permit, fifty frame and terra cotta dwellings. This company owns the town-site and a large track of land adjoining. The Duluth company is lowering the grade of the road, making various other improvements, and will shortly put on trains running every half hour. This arrangement will make it very convenient for residents. The plow works which were formerly located at Post Siding are now located in Gladstone, the large buildings shown in the illustration having been recently completed; the company that operated the plant was reorganized under the name of St. Paul Agricultural Works. The plant cost $25,000. Several other manufacturing establishments will be under way early the coming season, of equal importance. A handsome school house will be erected at a cost of $15,000; and this improvement is especially note-worthy, in speaking of Gladstone's future, showing, as it does, unbounded faith in the rapid growth of the village. A good school building gives a new town an appearance of solidity which half a dozen big factories might fail to impart. But this one is to be for the education of children, and not an advertisement; and it will probably be fully occupied before another twelve months. Other public buildings are contemplated for the coming season, and will doubtless be erected. Then there will be added a large number of dwellings, besides those mentioned above; warehouses; retail stores that will handle all classes of merchandize, from a gum-drop to a bale of hay; small shops; bakeries—in fact, everything that a well regulated, thriving town should have. Nothing will be lacking in this respect.

In referring to St. Paul's suburban growth, at the beginning of this article, a very important feature was omitted, which must not be lost sight of, and without which this article would be incomplete: When a syndicate of local capitalists set out to turn some out-lying desolate-looking district into a bustling, noisy manufacturing town, they invariably begin to grow uneasy when six or seven figures are required to reckon up the expense, notwithstanding their great faith in the investment. But this is natural, as few men are so constructed as to coolly and calmly await results when $300,000 or more of their money is expended, with not a dollar of immediate returns. And here is the point: The town being fairly on its feet; buildings up, streets graded, regular trains, and all that, the incorporators begin to hear from various places, South and East, with inquiries for information. Some one has become interested in the new town, and is thinking seriously of moving there to engage in manufacturing some useful article. Another wants to know what inducements will be offered to a newspaper man. Some one else wants to know the price of corner lots, with a view to holding the same for speculation Pretty soon the incorporators have to employ two or three shorthand typewriters to answer inquries; the newly-graded streets begin to look busy; wheels, shafts and raw materials begin to move; cars by the dozen are unloaded; the station-agent gets frantic with the pressure of business; clouds of black smoke issue from tall stacks, and settle down finally on the fresh-painted houses; representatives of Eastern capital roam about seeking suitable sites for buildings—and the hopes, the fondest hopes, of the town-site company are realized. But they certainly deserve this pleasure.

This is the detailed fact which must be considered in all articles relating to St. Paul's newer suburbs; and the history of one is the history of nearly all. What possibilities are in store for men with money

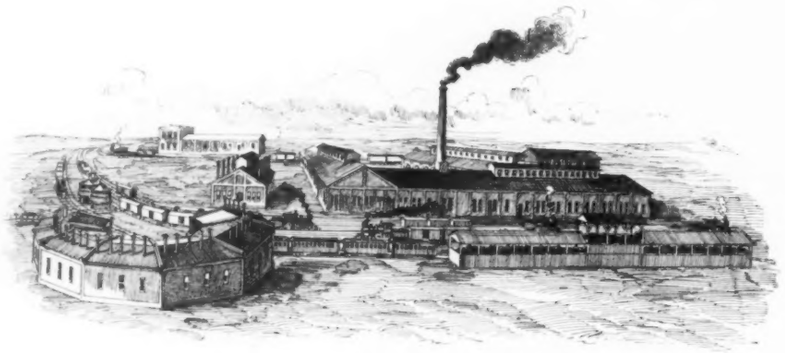
and brains, in the way of building towns, who can say? And such investments must not be regarded in the light of mere real estate speculations; the money thus laid out is certain to benefit a great many poor people, as it gives employment to a large number of workmen, and furnishes them at the same time with good, comfortable homes.

All things considered, there is hardly any more promising town or suburb in the Northwest than Gladstone. Its location, so near the heart of the city, and directly in the line of the latter's most rapid advancement, it seems hardly possible that a great industrial center will not develope there. All this, bear in mind, has been brought to the notice of the world within six months. But now that attention is called to that section at the head of Lake Phalen, the many advantages it offers will be duly noted and remembered, when the season fairly opens, and people are seeking residence property, or manufacturing sites. It is highly probable that St. Paul will be an active—but not excited—real estate market in the spring; and in that case Gladstone will come in for a big share of the prosperity. Were it not for the present unaturally quiet state of affairs in the realty market, there would be even now, a general scrambling for lots in that neighborhood. But it is during a lull that the real value of a piece of property may be determined. There may be no falling-off in prices, though the owners are possibly driven to the pawn-shop. Then it is that *bona fide* transactions are recorded, and the buyer and seller knows each to himself "whereof he recks." The owners of the Gladstone property have very wisely kept down prices and the very best lots can be bought for from $300 to $500 each. Besides this, inducements are offered to persons to build that would seem at first thought wildly reckless; but long heads are managing the developments of Gladstone. Their sagacity, integrity and liberality work together for the common good. In time—and a very short time too,—people who doubted their soundness of mind, even in the face of past experience, will begin to see that a policy at all narrow-minded or selfish will not accomplish the end desired; and that a broad, liberal, Western spirit of enterprise will do wonders.

The visitor of to-day in St. Paul will scarcely recognize the city in another decade. The millions of dollars which were produced in manufactures last year will need more room in the future. Rapid transit will bring scattered sections into close communion, and Gladstone will be, not a grimy manufacturing suburb, but a pleasant, accessible residence district, where the son of toil, the polished society man and the huge contractor may dwell in peace together. Summing up the advantages of Gladstone, they are:

First, accessibility. The new town is only fifteen minutes ride from the business heart of St. Paul, not by crowded street cars, but by comfortable railway trains.

Second, beauty and healthfulness of location. The surroundings are very attractive, with numerous lakes, rolling and partly wooded country and well-cultivated farms. The lay of the land ensures good drainage and freedom from malaria.

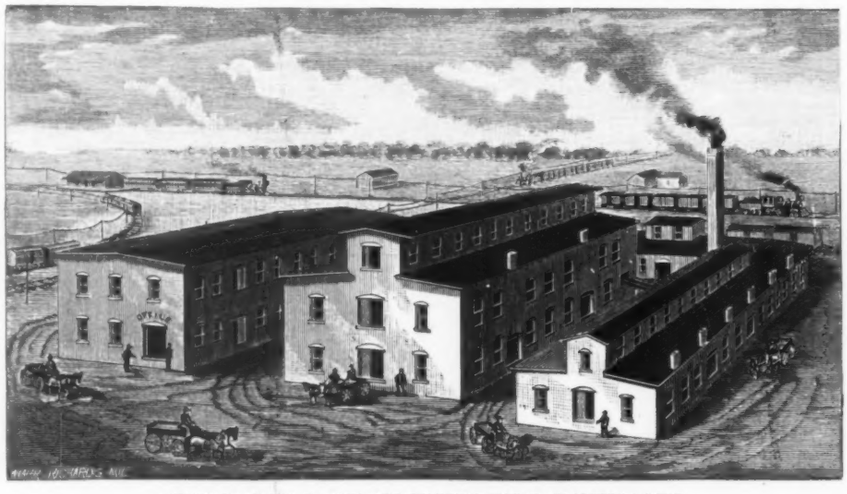


ST. PAUL & DULUTH R. R. SHOPS, GLADSTONE, MINN.

Third, a considerable population at the start. This is assured by the location of the St. Paul & Duluth shops, the plow works and other manufacturing concerns.

Fourth, a school house, graded streets, and other improvements. These have already been provided by the town-site company.

Fifth, cheap building sites. The cost of a lot and a good house in Gladstone will not exceed the cost of a bare lot in the old portions of the city proper or in the new district on St. Anthony Hill.



BUILDINGS OF THE ST. PAUL AGRICULTURAL WORKS, GLADSTONE, MINN.

Sixth, the large rise in the value of property which must follow the building up of a large manufacturing suburb.

THE ST. PAUL & DULUTH RAILWAY.

In connection with the foregoing account of the new suburban town of Gladstone a notice of the railroad which is a potent agency in building it up will not be out of place. The St. Paul & Duluth has always stood high in the regard of St. Paul business men and from the day of its opening seventeen years ago last fall has been recognized as one of the most important factors in the growth of the city. It was the pioneer line to the head of Lake Superior and gave St. Paul at a comparatively early day in the city's career the inestimable advantage of participating in the benefits of the whole great system of inland water navigation afforded by the great lakes. Its moderate freight rates enabled St. Paul merchants to hold their own against the keen and overbearing competition of Chicago in the trade of Northwest. In connection with the lake route it has been the regulating power to keep down freight rates to and from the East. Its business has increased steadily with the growth of its terminal points and it has paid dividends on its stock since 1882. With a light bonded debt in proportion to its business and mileage its securities are regarded as gilt-edged in eastern money markets.

The St. Paul & Duluth starts from both Minneapolis and St. Paul, the two lines converging at White Bear Lake, eight miles from the latter city. The length of its main line is 154 miles and its branches bring its total mileage up to 224 miles. At White Bear Lake, a branch ten miles long diverges to Stillwater, from Wyoming a branch runs to Taylor's Falls, on the St. Croix River, twenty miles distant, and from Rush City there is a branch to Grantsburg, seventeen miles long. At Hinckley, seventy-seven miles from St. Paul the main line connects with one of the branches of the Manitoba system and affords trackage for the freight of that company thence to Duluth. From Northern Pacific Junction twenty-two miles west of Duluth, there is a branch six miles long to the lumber mills on the Knife River.

The Company last season constructed a new line from Thomson to Duluth to avoid the high trestles and heavy grades along the gorge of the St. Louis River. This line keeps the high ground on the northern side of the St. Louis valley and descends much more gradually to the level of the lake than the old line. Near Oneota it throws a branch across the river to the city of Superior. By this line the only physical weakness of the road is corrected, namely the high grades from the valley of the St. Louis to the level of the plateau between the lake and the Mississippi's tributaries. All grades are light between Thomson and the Twin Cities. At Duluth the company owns extensive wharf and water front properties. For about a third of its length the main line of the road traverses a good farming country, and the rest of the way to the lake it runs through pine woods which furnish it with a heavy lumber traffic. It received two land grants, one of swamp lands from the State of Minnesota, amounting to 693,000 acres and one from Congress of 990,000 acres. The sale of lands and of stumpage in the pineries continues

to give the company a handsome annual revenue.

The reputation of the St. Paul and Duluth among the Northwestern roads is that of a prudent, economical concern, occupying carefully and thoroughly its own special field of traffic, avoiding entangling relations with other roads and steadfastly refusing all temptations to become consolidated with either of the great systems with which it comes in contact. Its principal officers are as follows: W. H. Fisher, President and General Superintendent; William H. Rhawn, Vice-President; James Smith, Jr., General Solicitor; Phillip S. Harris, Secretary and Treasurer; Calhoun Latham, Assistant Secretary; G. F. Copeland, Assistant Superintendent; E. F. Dodge, General Ticket and Freight Agent; J. G. Callahan, Land Commissioner and Purchasing Agent; David A. McKinley, Auditor; C. A. F. Morris, Chief Engineer.

An important feature in the summer passenger traffic of the road is the travel from St. Paul to and from the beautiful resorts on the shores of White Bear Lake. This lake enjoys the reputation of being the coolest place within easy reach of the Twin Cities and its picturesque shores are lined with hotels and cottages. Cottage Park, White Bear village and the Mahtemodi camp ground are the most populous points in the season of summer outing.

Hotel Clerk to Missouri Colonel: "What was that noise in your room?" "Oh, I had to break the neck of a bottle I found there as I couldn't draw the cork." "Why, the only bottle there was a hand grenade." "Is that so? I thought the liquor was very mild."

A WINTER MIRAGE.

The latest of the many strange experiences of travelers with the eccentric old Missouri River is reported by Mr. Joseph Mann, of Mercer County, says the *Bismarck Tribune*. He states that since the closing of the river by ice a most interesting optical illusion has been entertaining the travelers at a point about fifteen miles north of the city, the effect being caused by the moonlight on the stream. The first night he was deceived, his attention was attracted by what appeared to be an open space about a mile in length in the ice. The water was foaming and glimmering in the moonlight, and he thought he could hear the splashing of the waves. After gazing at the stream for some time he saw boats moving about in the water and the picture was so realistic that he seemed to see faces and hear the sound of distant voices. As he had passed this spot in daylight and was quite certain that it was covered with ice, he walked to the river to investigate. As he approached, the figures vanished, the foam of the waves was transformed into snow drifts upon the ice, the glimmer was gone, and the boats and forms of beings were shadows from the clouds. Much to his surprise, however, the illusive scene had not vanished from view, but every wave, and form, and glimmer that he had seen on the ice now appeared on the whitened sides of the buttes beyond, increased in beauty by the undulations of the landscape. This was the result of the reflection from the ice, but it is one of the strangest effects ever reported. The scene was wondrous in its beauty and was what might be called a winter mirage.

AT THE END OF THE CHUTE.

The maiden had on a blanket suit;
The beau had on one, too,
As they adown the slippery chute
On their toboggans flew.

"Oh, hold me tight!" the maiden cried,
A-gasping for her breath.
"I am!" the frightened youth replied,
A-hanging on like death.

Like railway trains, like lightning hot,
Like meteors from the sky,
Like bullets from a rifle shot
Did they in terror fly.

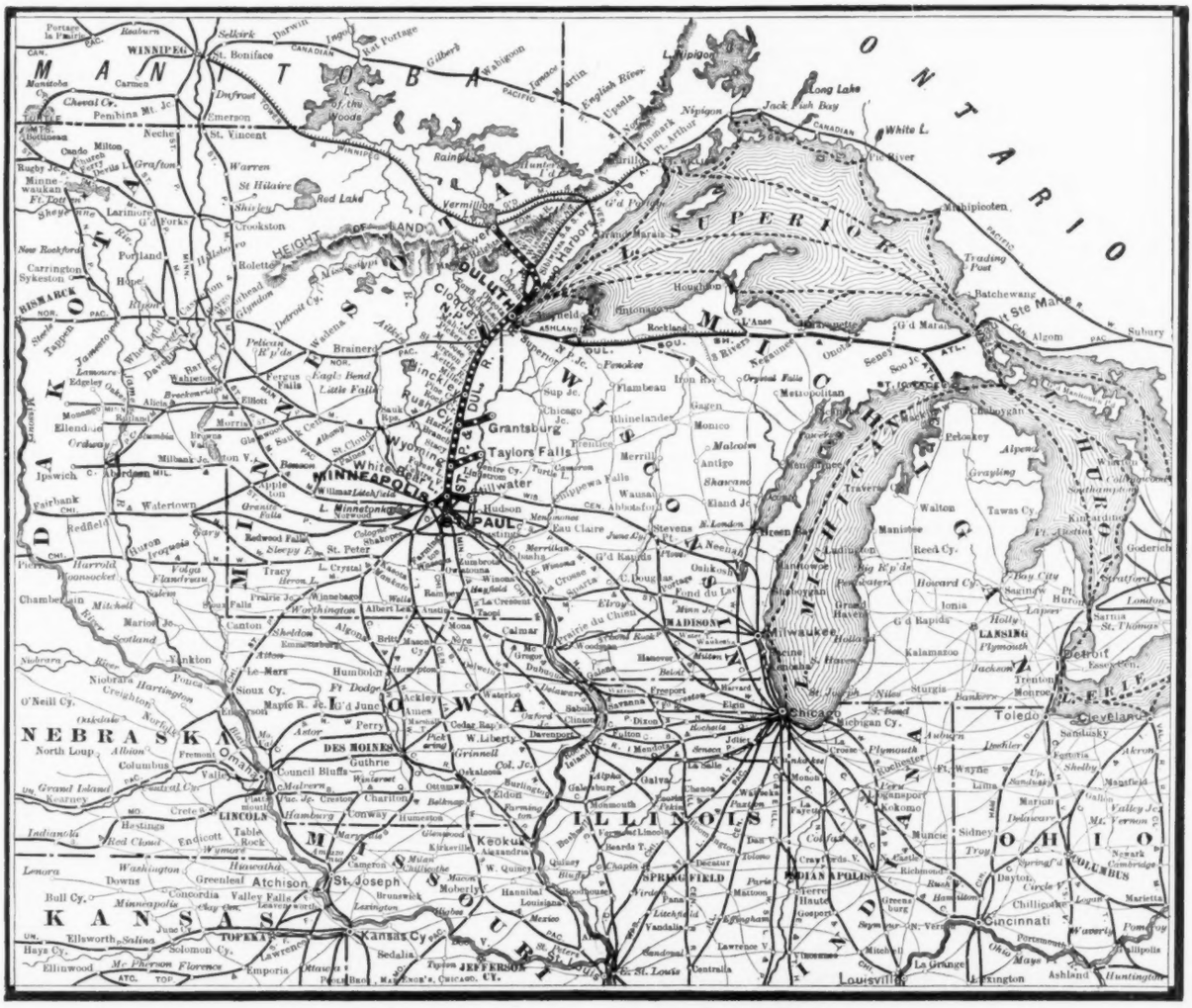
The shrieks that maiden gave with might
Were floating far behind
As now, invisible to sight,
Down, down they went it blind.

The old toboggan humped and bumped
Along the icy glare,
Then, of a sudden, up it jumped
And slid right on the air.

On air alone it had to scud
Till, with a mighty throe
And with a soft and sickening thud,
It plunged four feet in snow,

And left four feet stuck out beside
That brought, when pulled right smart,
Two bags of snow which vainly tried
To tell themselves apart.

C. H. DODGE



MAP OF THE ST. PAUL & DULUTH R. R. AND CONNECTIONS.

ODIN G. CLAY & CO.,

Real Estate Dealers,

Rooms 3 and 4 Globe Building, - - - ST. PAUL, MINN.

Special attention to Investments for Non-residents. We can make you a profit of from

25 TO 100 PER CENT. PER ANNUM

on investments in real estate. We have a large quanity of good property under our control for sale cheap, and can give you good bargains.

Seven and Eight per cent. Loans made on good security without cost to the investor.

References by Permission: Bank of Minnesota, at St. Paul, Minn.; Planters National Bank, National Bank of Virginia, State Bank of Virginia, City Bank, Citizens Bank—Richmond, Va.



FRAGMENT FROM THE PAINTING, "CHRIST BEFORE PILATE."

A CARNIVAL ATTRACTION.

Munkacsy's Great Painting, "Christ Before Pilate."

One of the principal attractions of St. Paul during the Ice Carnival season will be Munkacsy's great painting, "Christ Before Pilate," which is to be exhibited in the new brick church structure on Cedar St. below Thirteenth St., almost facing the Ice Palace.

This is the original painting which was purchased last February by Mr. John Wanamaker, of Philadelphia. Mr. Wanamaker paid for it over $100-, 000, and thus far it has proved a most excellent investment. In New York, where the work was on exhibition during the first six months after its arrival in America, it was visited by nearly 200,000 persons. In Boston over 30,000 persons paid admission to see it, and in St. Louis it had over 45,000 visitors.

The picture was painted in 1880 and '81 and for several years was exhibited in the principal cities of Europe. In Europe it was seen by over 2,000,000 persons.

The painting is 14x21 feet in area, exclusive of the frame. It contains forty life size figures, and is so realistic that at first sight it impresses the visitor with the idea that it is a great tableau, with the stage filled with living persons. The figure of Christ is a departure from the old ideal. The latter represents a man of excessive humility and little decision of character. Munkacsy's Christ has a strong face, full of character, illumined by the divine purpose which governed His life. The characterizations of Pilate and of the High Priest Caiaphas, are notably strong. The painting has been characterized the "most impressive picture in existence." The Rev. T. DeWitt Talmage has said that a sight of it is worth a thousand sermons as a moral lesson.

The illustration given herewith shows only a small portion of the composition—Pilate, the High Priest, and some of the judges. The figure of Christ, and the crowd surging into the Prætorium are not represented here.

The exhibition of this painting here will mark an epoch in the art history of St. Paul. No one should fail to see it.

ST. PAUL PARK.

The Pullman of the Northwest.

One of the most striking indications of the prosperity and growth of St. Paul is its new manufacturing and residence suburb St. Paul Park. The developments there were commenced last July, and in the space of six months the vacant land has been transformed, as if by magic, into a bustling, enterprising and growing suburban town.

Among the improvments established are nine manufactories, with a capacity of 750 workmen, one first-class hotel and three smaller ones, seventy-five houses, eleven stores, and the finest suburban depot in the Northwest, with contracts already let for at least 100 additional houses to be built the ensuing year.

St. Paul Park is owned by the St. Paul Park Improvement Company. The land is a fine level tract of 1,200 acres located on the Mississippi River, east from St. Paul one mile from the city limits, and on the river divisions of both the Milwaukee & St. Paul and the Burlington railways, and terminus of the hourly motor train run by the Burlington road, on which the fare is six cents for twenty-five ride tickets. The streets are all eighty feet wide, the three main ones being 100 feet wide. One section of St. Paul Park is exclusively for suburban residences where no house costing less than $1,200 is permitted to be built. There are already fifteen residences built in this section which have cost $2,000 and upwards, and contracts have already been closed which will assure the building of at least twenty-five additional residences in this district, all costing from $2,500 and upwards, and without doubt at the close of the building season next year, this section in St. Paul Park will rival Merriam and St. Anthony Parks.

The following is a list of parties who have located in this section of St. Paul Park and have residences costing $2,000 or over, completed or under contract.

Charles A. MacNeale, Albert V. Travis, John Willoughby, Charles A. Parker, William Fowler, Henry R. Hardick, William Y. Byers, George Grawshaw, Chas E. Ovenshire, Wm. M. McKown, Foster B. Manning, Arthur W. Tidmarsh, Herbert L. Hovey, Perry Starkweather, Milo Kendall, George VanRiper, J. H. Kennedy, Andrew P. Kirk, John D. Carroll, Orlo B. Munger, J. A. Cabban, M. W. Randle, John Cran, Olin C. Moody, E. C. Shibley, Alexander B. Allen, W. R. Church, J. Magin, Mrs. L. M. Munger, Richard W. Moffitt, Winfield S. Lyons, Leonard Brisley, Charles E. Leonard, E. Keck, Jas. W. Bishop, John W. Makinson, J. L. Spencer.

Another section of St. Paul Park is reserved for homes of the workingmen employed in the manufactories. Some 400 acres are comprised in this location. Some sixty houses have been built in this section, and the foundations are all ready for some twenty-five houses to be erected early in the spring, with the prospect of at least seventy-five additional ones to be built in that particular locality.

The manufacturing district is located on the Mississippi River, and comprises some 400 acres. This land is reserved exclusively for manufacturing sites, and lands necessary for buildings. A liberal cash inducement will be given to other manufacturing concerns to locate on this land. The company has platted a portion of their property in each of the three districts, and the residence property is now on the market and for sale in lots and blocks at prices ranging from $250 to $350 per lot. Any of our readers who invest in this property can feel assured they will realize a handsome profit on the investment, as the most beautiful portion of St. Paul Park is now being platted and the improvments projected for the coming year will be as extensive as during the past season. The company has already retailed 600 lots, a large portion of which have been purchased, part for investment and part for improvement by parties outside the city who desire to locate in St. Paul.

The manufactories located at St. Paul Park and in operation are as follows:

J. L. Spencer Carriage Company, formerly of Oneida, N. Y. Capital $93,000. Capacity 200 workmen. Manufacture fine grades of carriages and sleighs, carriage gears and woodwork, and sleigh and cutter woods in the white. Main building 225x60, two stories high, built of stone.

St. Paul Knitting Works. Incorporated. Capital, $100,000. Capacity 300 workmen. Manufacturing heavy knit goods, underwear, silk mitts, hose yarns and lumbermen's clothing. Main building 100x100,



ST. PAUL.—W. R. WELZ, PROPRIETOR MERCHANTS HOTEL.

three stories high, building of brick. Cost of building and machinery, $40,000.

W. R. Church Cart Company. Incorporated; formerly of Yorkville, Ill. Capital $35,000. Capacity fifty workmen. Manufacture road and physicians' carts, physicians cases, harness, rubber blankets, coats, etc. Main building 110x60, two stories high, built of brick. Cost of building and machinery, $12,000.

St. Paul Park Silk Company. Incorporated. Capital $50,000. Capacity twenty-five workmen. Manufacture silk dress goods, curtains, handkerchiefs,



ST. PAUL.—F. E. SNOW, OF THE MERCHANTS HOTEL.

silk bolting cloth and silk novelties. Size of building 100x50. Cost of building and machinery $7,000.

St. Paul Park Broom Company. Capital $7,500. Capacity fifty workmen. Manufacture brooms, dusters, etc. Size of building 60x30, two stories high, built of brick. Cost of building and machinery, $5,000.

Globe Boiler and Engine Works. Formerly of Red Wing, Minn. Capital $10,000. Capacity twenty-five workmen. Manufacture machinery, engines, boilers, and machinery repairs. Size of building 100x50. Cost of building and machinery $7,500.

Henry A. Muckle, formerly of Whitney's Point, N. Y. Capital $35,000. Capacity seventy-five workmen. Manufacture sleighs and sleigh woods in white. Building 100x50, three stories high, built of brick. Cost of building and machinery $20,000. First story of this factory is now completed and the building will be finished as fast as possible, and active operations commenced.

Henry A. Peterson, general agricultural implements. Capital $15,000. Main building 100x60, three stories, built of brick, cost of building $8,000.

John Dudley Lumber Company, general lumber dealers. Capital $25,000. Capacity fifteen workmen. Cost of buildings, etc., $5,000.

Negotiations are now under way with several other large manufacturrng concerns, and three or more of them will be located at St. Paul Park and factory buildings commenced early in the spring.

The following figures from the building statistics shows the amount expended in building improvements at St. Paul Park from July 1 to Nov. 1, 1887:

J. L. Spencer Carriage Co	$35,000
St. Paul Knitting Works	40,000
W. R. Church Cart Co	12,000
St. Paul Park Silk Co	7,000
St. Paul Park Broom Co	5,000
Globe Engine and Boiler Works	7,500
H. A. Peterson, Agricultural Implements	8,000
John Dudley Lumber Co	5,000
Henry A. Muckle Sleigh Co	20,000
Total factories	$139,500
Eleven stores	$22,000
Five hotels	33,000
Sixteen residences, $2,000 each	32,000
Twenty-eight residences, $1,000 each	28,000
Twenty-five residences, $900 each	22,500
Thirty-five stone foundations not yet built upon	5,250
Burlington R. R. brick passenger station	4,000
Total	$286,250

Maps and information can be obtained at the office of the St. Paul Park Improvement Company, 28 East Fourth Street (adjoining Globe building), St. Paul, Minn. The President of the company is Mahlon D. Miller, and its Secretary, Fred S. Bryant.

Real Estate Board.

The St. Paul Real Estate Board, of which we published a list a few months since, enters upon its third year; Mr. George H. Hazzard is its president. Its membership is made up of about fifty wide-awake, well-to-do business men. The new President on taking his chair congratulated the Board on the condition of affairs in St. Paul. The construction of buildings the past year that would cover fourteen miles of street front at an average cost of $150 per front foot, with no foreclosures, and many borrowers and purchasers anticipating future payments not due until next spring, and the fact that five years ago money was demanding 12 per cent., while now it can be readily had at 5, 6, 7, and 8 per cent., showed that there was not much of an increase in our real estate valuations, prices then as compared with prices now, but it really lay in cheaper money. St. Paul prices were not up to the growth of the city with her local interest, to say nothing of not surveying the vast country that is being opened up around her. One-quarter the railroad construction of the United States in '87 was built in the country immediately tributary to St. Paul, thus extending her immense trafic.

Anyone desiring information regarding property interests in and about St Paul may congratulate themselves on the existence of such a Board, and we can assure them Mr. Hazzard, in his official capacity or in his private business of real estate and loans, will be glad to answer any question that correspondents may ask. His office is in the National German American Bank Building, corner of Fourth and Robert streets.

Catarrh Cured.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Prof. J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

Oregon Blood Purifier, the standard household medicine of the Pacific Coast is a product of the great herbal Northwest and is prepared solely by Wm. Pfunder, Wholesale Druggist, Portland, Oregon. Cures all kinds of skin diseases, billousness, sick headache, dyspepsia, constipation, and all disorders of the kildneys and liver.

J. C. STOUT & CO.,

REAL ESTATE

AND

MORTGAGE LOANS,

324 Jackson Street, St. Paul, Minn.

Have a Large List of Business and Residence Property in all Parts of the City.

Have some special bargains in acre property which parties can make handsome profit on.

Would call special attention to J. C. Stout's Addition to Summit Park. This property lies east of Grotto Street and south of Goodrich Avenue, having a fine bluff view and is in fact the choicest residence property in the city.

Money loaned on improved property, paying lender seven to eight per cent. interest, payable semi-annually. Correspondence solicited. References given on application.

Established 1856.

G. A. MARINER & CO.,

81 SOUTH CLARK ST., Top Floor, CHICAGO

ASSAYERS & ANALYTICAL CHEMISTS.

ASSAYS and ANALYSES of all KINDS,

Including ORES, COMMERCIAL PRODUCTS, FOODS, WATERS, Etc.

Samples by mail or express will receive prompt and careful attention. *WRITE FOR TERMS.*

BAY VIEW HOTEL.

Newly Refitted and Refurnished.

THOS. CLARK, - - MANAGER,

DULUTH, MINN.

Opposite Opera House and Post-office.

WILLIAMS' FAMILY HOTEL,

Open All Night. | 407, 409, 411, Washington Ave. S., MINNEAPOLIS, MINN. | Nearly opp. Mil. Depot.

$1.00, $1.25 and $1.50 Per Day.

To Traveling Men: The above hotel is equal to any $2.00 a day house in the land. A trial will convince you.

JOHN B. PEWTERS,

Fine Retail Liquor Store,

15 East Seventh Street, Near corner Wabasha, ST. PAUL.

Headquarters: Jameson's Irish Whisky.

UP AND DOWN.

Snow broth in the gutters,
Mill ponds on the green,
Everybody growling,
"Weather's mighty mean,"
Suddenly the change comes,
Cold snap follows fog,
Ice and cold and biting frost,
Now we'll all "tobog."

C. B. LAWTON,

West St. Paul Property Exclusively.

REMEMBER, there is more going on in and about West St. Paul than any other part of the city.

Prices are extremely low. Terms easy. Three new Railroads are sure to enter during the coming year. Write for full description and Map.

C. B. LAWTON,

Cor. Dakota and Fillmore Avs., C. B. Lawton Block.

STOVES! WITH COVER. WITHOUT COVER. MICA!



7 SIZES.

Send for Circulars and Prices.

A FULL STOCK CARRIED BY

W. H. PECKHAM,

MINNEAPOLIS, MINN.

ST. ANTHONY PARK

(ADDITION TO ST. PAUL,)

On St. Paul, Minneapolis & Manitoba Railway Short Line and Northern Pacific Railroad.

3 1-2 Miles from Union Depot, MINNEAPOLIS.

6 1-2 Miles from Union Depot, ST. PAUL.

BEAUTIFUL WOODED GROUNDS, GRADED STREETS, RESERVATIONS FOR PUBLIC PARKS, TWO RAILROAD STATIONS, AND A GRADED PUBLIC SCHOOL,

Combine to make this the most desirable residence section in the inter-urban district. Lots sold on favorable terms. For plats and further particulars call on or address

CHAS. H. PRATT,

Minn. Loan & Trust Co.'s Building, MINNEAPOLIS, Or

GEORGE H. McCAMMON,

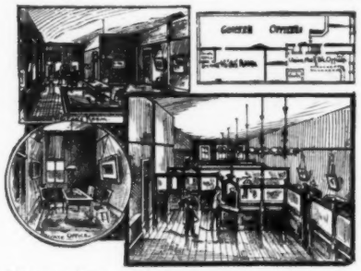
317 Jackson Street,

St. Paul, - - Minn.,

—OR TO—

F. W. PICKARD, at St. Anthony Park.

FOR SALE.—A profitable drug business in a growing and solid Western town. Large prescription trade established and good jobbing business with the country. A chance for a live man to make money. Price, $7,000 on easy terms. Satisfactory reasons for selling. Apply to editor of NORTHWEST MAGAZINE, St. Paul, Minn



Offices of THOMAS D[illegible] —[illegible] feet.
"The finest Real Estate Offices in the U. S."

The Oldest EXCLUSIVE Real Estate Agent in Duluth.

ESTABLISHED 1870.

Acquaintance and experience have value.

THOMAS DOWSE,

Real Estate and Investments,

DULUTH, MINN.

Cor. Superior St. and Fourth Ave. W., Opp. Opera House.

William C. Sargent,

Duluth, Minn.,

Coal, Wood and Land Agent.

A large list of lots and acres.
Write for particulars.

OFFICES—331 Opera Block; 507 Duluth National Bank Building; Docks, Sixth Avenue West.

THE ST. PAUL TRUST COMPANY.

In a large and prosperous city it becomes necessary to have and use for the proper and safe administration of estates, guardianships and other trusts involving large amounts and long time, an institution having perpetual succession, ample capital, a conservative management and a stockholding constituency interested in maintaining its character at the high standard that shall command at all times the confidence of the public.

The assuming and execution of such trusts by individuals is always subject to defeat and often to disastrous results by the death or other disability of the person acting, or by his own financial misfortune or other personal accidents, and frequently his own estate is hopelessly embarrassed by the existence of trusts assumed by him and undischarged.

To provide such an institution the St. Paul Trust Company was incorporated under the law authorizing the organization and operation of such companies, and commenced business as such February 1st, 1884.

It has a fully paid up capital of $250,000, and has, as required by law, a guaranty fund deposited with the State Auditor of $100,000.

Its business is at all times subject to the inspection of the Public Examiner, whose duty it is to make an examination of its condition and accounts at least once in six months, and as often as he may think it necessary or proper.

Its officers are: Gen. J. W. Bishop, President; Hon. Greenleaf Clark, Vice-President; S. B. McConnell, Secretary, and Harvey Officer, Attorney; and the Directors are James J. Hill, C. D. Gilfillan, Alexander Ramsey, D. C. Shepard, D. R. Noyes, P. H. Kelly, A. H. Wilder, Peter Berkey, W. R. Merriam, H. P. Upham, C. W. Griggs, N. W. Kittson, F. B. Clarke, J. W. Bishop, H. H. Sibley, Greenleaf Clark, E. F. Drake and William Dawson—all prominent citizens of the highest reputation and character.

The theory of its organization is to constitute a safe and permanent agency (with perpetual succession) for the transaction of trust, annuity and safe deposit business, with all the protection to its clients which past experience in such business can suggest.

It is authorized as trustee to handle, in accordance with the terms of the trust, such real estate or personal property of any kind as may be intrusted to it by any court, corporation or person;

To act as executor of wills, or as administrator of estates, or as guardian of the person or property of minors or persons incompetent for any reason; to act as trustee for married women in respect to their separate property;

To act as assignee or receiver in all cases requiring such service;

To act as agent or attorney in fact for any public or private or municipal corporation or person, for the management of property, or for countersigning or certifying of bonds, stocks, etc., or for the payment of coupons thereof;

To receive, and as agent to loan and invest moneys, from or for any person or corporation, and to collect and accounnt for the interest or income thereof, or for such moneys received for loan or investment, to issue its own debentures, to be secured upon such real estate mortgages as the said moneys may be invested in;

To receive for safe deposit any valuable property or papers, and to execute any instructions with regard thereto that may be given by the depositor, and generally to do all the business suggested by its title in a manner that shall be safe, convenient and satisfactory to its patrons.

The probate and other courts of this and other states are authorized to commission this company as trustee, executor, guardian, or receiver, and individuals who are now burdened with such trusts (usually distasteful and requiring large bonds) may transfer such responsibilities to this company with the approval of the court and of the parties interested.

It is expected that this company will prove a safe and convenient agency through which men who may have money to loan may find borrowers with approved securities, and men who may desire to borrow may find money at reasonable rates.

It gives special attention to the custody of wills, and other papers and packages of value. Such papers may be closed and sealed by the depositor, with such instructions written on the envelope as he may desire, and the company will undertake the safe keeping and disposal of such papers in exact accordance with instructions. The depositor, during his lifetime, may have access to them or withdraw them at his pleasure, being assured meantime, while they remain in our custody, that they will in any specified contingency be produced or accounted for as he may have directed. *No charge is made for the custody of wills.* Other papers in sealed envelopes, $1 per annum, or $10 dollars for the life-time of the depositor.

This company may be made trustee of estates or property for the benefit of young children, or of other persons, to be transferred to them at majority or at any specified time, the income thereof to be paid over periodically or accumulated, as may be directed.

When the uncertainty of life, or of continued solvency or competency of individual trustees, is considered, the superior security of a corporation organised with ample capital and with perpetual succession for such purposes will be apparent, and the list of directors and stockholders herein given will, it is believed, encourage confidence that it will faithfully carry out any such trust that may be committed to it.

A Great Hardware House.

The wholesale hardware house of Farwell, Ozmun & Kirk is the largest as well as the oldest concern in this line of business in St. Paul. The business was begun in 1859 by Cheritree & Farwell and has passed through successive stages, from small beginnings to its present great size. The building occupied by this company, Nos. 254 to 262 East Third street, is larger than any house in Chicago in same line, with one exception, being five stories and a basement, and is crowded full from top to bottom with an immense stock of every thing pertaining to the hardware trade.

Two elevators, run by their own engine, are kept constantly in use receiving and delivering goods. The building is heated by steam and lighted throughout by electricity operated from their own engine in the basement.

In addition to this large building they have a warehouse 80x120 feet in West St. Paul, with track privileges, where the heavy goods handled in car-load lots are stored.

The company have seventy-five employes, with fifteen traveling salesmen, who visit the trade regularly in every State and Territory from here to the Pacific Ocean, and their business along the line of the Northern Pacific Railroad has increased with such wonderful rapidity as to place them in the front ranks of the wholesale houses of the country.

The system of this company in handling their enormous and very intricate business is so perfect, that everything moves like clock work, and, with the facilities they enjoy, are enabled to turn out goods more rapidly and promptly than any house in their line in the Northwest. The officers of the company are Geo. L. Farwell, President; Aaron M. Ozmun, Vice-President; Robt. A. Kirk, Treasurer, and Wm. T. Miller, Secretary.

THE VIOLIN PLAYER.

Where the palmetto trees
Wave in the southern breeze,
And the magnolias blow
In the hot noonday glow,
Fate stood beside a cradle, wherein lay
A baby-girl, sleep-flushed, her brown eyes veiled
Under fringed lashes from a loving ray
Of the strong Sun God that her cheek assailed.

In his far northern home,
Close by the Baltic's foam,
The Wizard of the Bow
Called music soft and low
From his loved violin, which seemed to hold
The soul of melody, by his art bound.
He played awhile, then rested, and, behold!
The gold of silence set with pearls of sound.

Fate brought the tender air,
The music rich and rare,
From the far Baltic's strand
To the sweet southern land
Where baby lay. The wond'ring eyes unclosed,
The restless little heart stood still to hear,
The wee face paled, the tiny hands seemed posed
To catch the harmonies that charmed her ear.

Fate kissed her ears and hands,
And, straightway, from far lands,
By friendly breezes blown,
Came a Cremona's tone
At Fate's command, who, leaning o'er the child,
Once more asleep, wound it about her heart:
Then whispered, "From thine art be not beguiled;
Hall-marked by Genius, thou art set apart."

W. E. P. FRENCH.

"S. S. BEAUTIFUL S."

Oh, the snow! The beautiful snow!
A slide, then a struggle, and down you go,
While your voice voluntarily and without stint
Gives vent to remarks that don't look well in print,
Quotations from Scripture taken at chance,
When the snow gently glides up the l—bs of your pants.
Oh, the snow! the beautiful suow!
What a lot of bad language it causes to flow.

Northwestern Conservatory of Music.

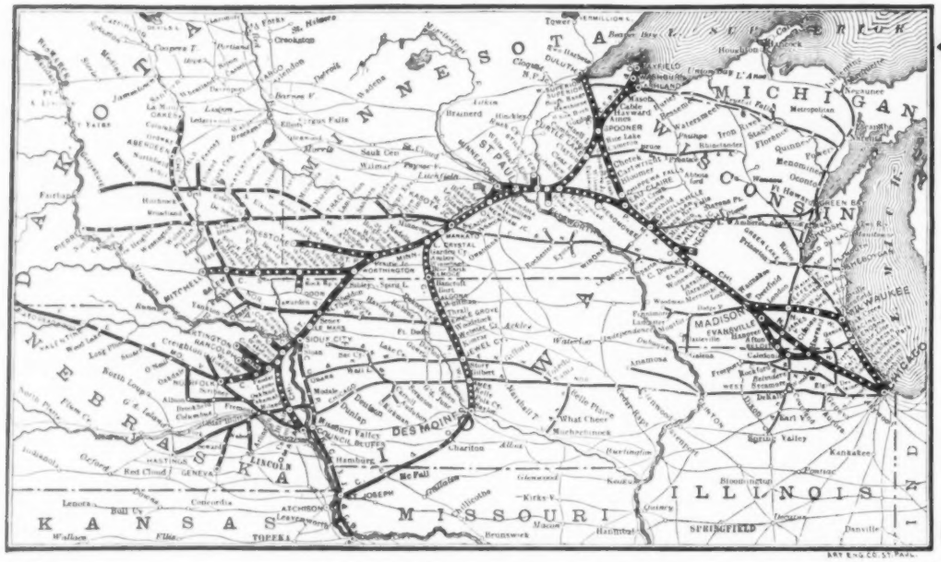
This institution, located in Minneapolis, under the management of Charles H. Morse, has an exceptionally strong corps of instructors and special advantages for thorough musical study. It has students from fourteen States and Territories, so widely are its merits known. At the head of its department of piano intruction is Walter Petzel, a graduate of the Royal School of Music, of Munich, Germany, a composer of reputation and a very accomplished player.

Consumption Surely Cured.

To the Editor of The Northwest Magazine:

Please inform your readers that I have a positive remedy for the above named disease. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy FREE to any of your readers who have consumption if they will send me their express and P. O. address.

T. A. SLOCUM, M. C., 181 Pearl Street, N. Y.



THE ROYAL ROUTE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

IN CONNECTION WITH THE

Chicago & Northwestern Ry.,

FORMS THE

GREAT SHORT LINE

BETWEEN

MINNEAPOLIS, ST. PAUL

AND CHICAGO,

AND BETWEEN

Duluth, Superior and Chicago,

AND IN CONNECTION WITH THE

Kansas City, St. Jo & Council Bluffs R. R.

FORMS THE SHORTEST THROUGH ROUTE BETWEEN

ST. PAUL, MINNEAPOLIS

AND KANSAS CITY.

EITHER

VIA DES MOINES OR OMAHA.

ITS MOTTO,

'ALWAYS ON TIME,'

HAS NOW BECOME AN ACCEPTED FACT.

THE MAP, as above, shows the various lines of **"THE ROYAL ROUTE"** and its through connections to and from ST. PAUL and MINNEAPOLIS and the EAST and SOUTH.

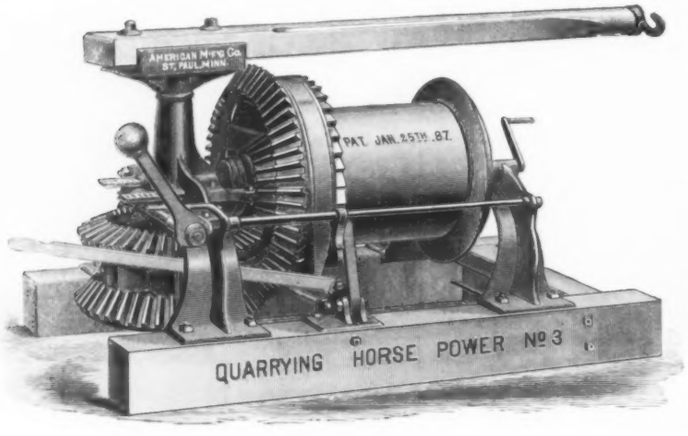
The Dining Car Service and other equipment on the St. Paul and Chicago Line is the best in the World.

NO ILLUSTRATIONS COULD BE PUBLISHED THAT WOULD DO FULL JUSTICE TO THE LUXURIOUS EQUIPMENT AND MAGNIFICENT SLEEPERS OF THIS LINE, WHICH MUST BE SEEN TO BE APPRECIATED.

Principal Offices where Tickets can be secured, and Sleeping Car Accommodations arranged for over this Route, are as follows:

ST. PAUL, 159 East Third Street.
MINNEAPOLIS, 13 Nicollet House Block.
DULUTH, 112 West Superior Street.
OMAHA, 1401 Farnam Street.
KANSAS CITY, 900 Main Street and 1044 Union Avenue.
MILWAUKEE, 102 Wisconsin Street.
BOSTON, 5 State Street.
CHICAGO, 62 Clark Street, Under Sherman House; Grand Pacific Hotel; Palmer House; 22 Fifth Ave. and Wells Street Station.
NEW YORK CITY, 409 Broadway.

E. W. WINTER, *General Manager.*
F. B. CLARKE, *General Traffic Manager.*
T. W. TEASDALE, *General Passenger Agent, St. Paul.*



CONTRACTORS' SUPPLIES.

SINGLE AND DOUBLE DRUM HORSE POWERS, STEAM HOISTING DRUMS, HAND DERRICK CRABS, POWER DERRICKS, DERRICK IRONS, CHAINS, GRAB HOOKS, WIRE AND MANILLA ROPE, IRON AND WOODEN BLOCKS, SHEAVES, ROPE FITTINGS, ETC.

Send for Catalogue.

Agents for the celebrated Washburn & Moen



AMERICAN MANUFACTURING CO.,

63-65 & 67 S. Robert Street, - St. Paul, Minn.

Henry E. Wedelstaedt,

STATIONER

CARNIVAL + SOUVENIRS,

Engraving, Wedding Invitations, Announcements, Visiting Cards, Monograms, Crests, Seals, Address Dies, Etc. Stationery Stamped and Illuminated. Staple and Fancy Stationery and Seaside Libraries.

☞ Call and see the Novelties. 113 EAST THIRD STREET.

St. Paul Business College.

Commercial, Shorthand, German and English Courses.

Private Instruction, Quick Methods, Thorough Preparation.

Address W. K. MULLIKEN, Cor. Seventh and Jackson, ST. PAUL.

ALL KINDS OF

SEEDS

For Farm and Garden.

Send for New Catalogue.

NORTH STAR SEED STORE.

DeCON & CO., Successors to S. M. Metcalf,

ST. PAUL, MINN.

GEO. H. HAZZARD,

Real Estate and Loans,

Main Entrance National German-American Bank B'lding. ST. PAUL, MINN.

State Agt. American Surety Co., N. Y. Acts as Surety for officers and employes.

Several good business chances in and near St. Paul, that are rare openings.



NORTH ST. PAUL, the most striking example in recent years of rapid town building in the west, will be illustrated in our March number. A large manufacturing town has sprung up on what was an open field only last spring.

DURING the year 1887 THE NORTHWEST MAGAZINE published 572 engravings, over 500 of which were made from original sketches and photographs by our own artists. These pictures covered a wide range of illustrative work, embracing rivers, lakes, forests, prairies, villages, mountains, towns, buildings, portraits, religious, educational and business institutions, hunters, Indians, miners, cowboys, farms, ranches, silver mills, lumbering camps, etc., and extending geographically from Lake Superior and the Mississippi on the east, to Puget Sound on the west.

WHEN the much talked of project for a handsome public library building in St. Paul begins to assume a practical shape the question will be worth considering whether the city cannot at the same time meet another important want, that of a large public hall, by following the plan of construction in the library building of the Cooper Union, in New York, and devoting the entire basement to such a hall. The first floor could be devoted to stores and the second to offices, leaving the third for the library, and thus securing a good income for rentals.

A GRAND record was made by Minneapolis as a wheat market for the year 1887, the total receipts being 46,000,000 bushels, or 11,000,000 bushels more than in 1886. Of this enormous amount of grain 12,000,000 bushels were shipped East and 34,000,000 converted into flour. Where are now the croakers who were saying a year ago that Minneapolis was declining as a wheat market and that milling in the Flour City had culminated? Note in this connection that the wheat receipts of Duluth were less in 1887 than in the previons year, owing to the great demands made by the Minneapolis millers on the hard wheat belt of the Northwest.

I HAD the ill-luck to be summoned for a St. Paul jury not long ago. It was a struck jury, and the trouble only lasted two days, so that there was no ground for any prolonged railing at fate. What struck me about the affair was first, the discomfort of sitting for hours in a wooden chair, apparently designed for making the occupant uncomfortable and giving him a crick in his back; and second the fact that everybody but the plaintiff seemed to be horribly bored; the judge looked bored: so did the counsel; so did the witnesses and so most of all did the jurymen. Indeed the court room seemed the veritable capital of the Kingdom of Boredom. After the arguments were finished the judge, who had appeared to be half asleep most of the time, showed that he knew his business by straightening up and delivering a clear, forcible charge. When the jury were locked up at last, they lighted cigars, talked the matter over in a much more interestingway than the lawyers had done, and in about an hour agreed upon their verdict, the small minority sensibly giving way to the large majority.

THE editor of THE NORTHWEST wishes to explain that the article by him on "The Upper Missouri and the Great Falls," in the January number of the *Century Magazine*, was written over three years ago, the boat trip which it describes having been made in October, 1884. This explanation is due from the fact that the article speaks of Great Falls as a "prospective town," and describes Fort Benton as it was then in its isolation and decadence and not as it is now since the new railroad has given it fresh life. The long delay in the appearance of the article was due to the failure of the artist to furnish the sketches until nearly two years after the journey was made. Mr. Farny is a capital artist and an exceedingly entertaining traveling companion, but he is not the sort of a man that a writer should depend on for pictures unless he is content to wait for posthumous fame. In my memories of that adventurous skiff voyage his burly figure and jovial face are most prominent as he steered the boat through seething rapids or told stories by the camp fire till long past midnight, to an admiring audience of ranchers and cow boys.

PROMINENT ST. PAUL PEOPLE.

Daniel R. Noyes.

One of the most active and successful of the business men of St. Paul, and also one of the most public-spirited of its citizens, is Daniel Rogers Noyes, head of the great wholesale drug house of Noyes Bros. & Cutler. He was born in Connecticut in 1826, educated in New England schools, and began his business career in 1854, in New York City, with the drug firm of Schiffelein Bros. & Co. He came to St. Paul in 1868, purchased a controlling interest in the drug firm of Vawter, Pett & Moulton, which was changed the following year to Noyes Bros., and in 1872, to its present style. Mr. Noyes has a national reputation in his occupation, and in 1886 was elected president of the National Wholesale Druggists' Association. He is now chairman of its Committee on Legislation. He is one of the most energetic of the directors of the St. Paul Chamber of Commerce and Chairman of its Mercantile Committee. The Young Men's Christain Association of St. Paul owes much of its present flourishing condition to his constant efforts. He was the first man in the city to publicly advocate an ice palace and winter carnival, and has twice declined the presidency of the Carnival Association, at the urgent request of his family and partners. There have been few efforts for the good of St. Paul in the past twenty years to which Mr. Noyes has not given valuable aid and counsel.

Capt. Russell Blakeley.

Capt. Blakeley is one of the most prominent of the older citizens of St. Paul, who helped lay the foundations of its commercial greatness and have built it up from a frontier village to its present proud position of the leading city of the Northwest. He was born at North Adams, Mass., April 19, 1815, grew up to manhood in Leroy, Genesee county, New York, emigrated to Peoria, Illinois, in 1836 and to Galena in 1837. He engaged in steamboating on the Upper Mississippi and for many years was one of the most active and popular of the river captains. Many thousands of the early settlers of Minnesota were brought to the State on Capt. Blakeley's boats He came to St. Paul in 1856 to make it his permanent home and engaged largely in frontier stage transportation and mail contracts, buying out the interest of Charles T. Whitney in the Northwestern Express Company. Capt. Blakeley's stages were the first to run to the Red River Valley. He had a mail contract to Fort Garry, now Winnipeg, and in the rigorous winter weather had the mail carried on dog sledges driven by half-breed Indians. From staging to railroading was a natural progress for a man of his energy, and he was one of the first directors of the Sioux City road, St. Paul's pioneer line to the West. He is still interested in stage transportation, however, his company running lines in the Black Hills and one to Fort Custer, Mont., from Custer Station.

Capt. Blakeley was elected president of the St. Paul Chamber of Commerce in 1886 and was re-elected in 1887. In the opinion of most business men in the city this position is only second in honor and dignity to that of the Governor of the State. In person the captain is tall and spare, with strong features, blue eyes, gray hair and beard. The labors and struggles of a half century of active business life in a new country have not hardened a naturally genial nature. He is an encyclopedia of interesting facts and reminiscences about the development of Minnesota, an agreeable companion and a good type of the successful Western man of business.

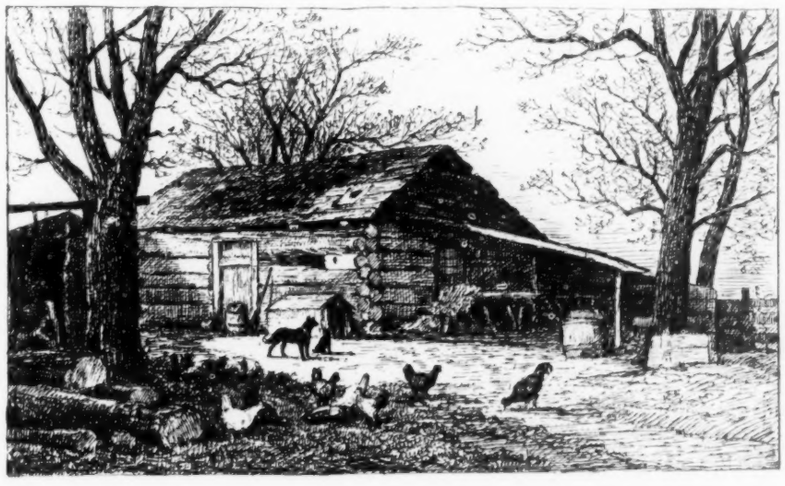
Russell R. Dorr.

Russell R. Dorr was born in Ghent, Columbia County, New York, in 1847, and was educated in Farmington Conn., and at Union College, Schenectady, N. Y. His first business experience was as foreman in the marble yards of the Sutherland Falls Marble Company, near Rutland, Vt. He afterwards joined his father as a member of the wholesale marble firm of S. M. Dorr & Son. Migrating to the West Mr. Dorr settled at Burlington, Iowa, buying an interest in the publishing house of Acres, Blackman & Co., and becoming treasurer of the Burlington Hawkeye Company, when Frank Hatton and Robt. J. Burdette were giving to that paper a national celebrity. In 1880 he removed to St. Paul and organized the Bankers' Life Association, of which he is President and General Manager. From a small and struggling beginning this company has grown into a strong institution, having accumulated a reserve fund of $200,000 and paid death claims of over $150,000. Its operations are carried on through 467 depository banks, and embrace all the Northern States from Massachusetts to California.

Mr. Dorr introduced the hansom cab into St. Paul, organizing the cab company and serving as its first President. How he came to start this convenient and economical institution is related as follows:

Late on a certain stormy night Mr. Dorr hailed a hack, with the intention of being conveyed to St. Anthony hill. The charge being double the legal rate he refused to pay it and walked home through the storm. The next day, with a view to the establishment of competition, he went to Chicago, purchased a full line of hansom cabs and within two weeks had them on the street in charge of a superintendent. The introduction of a cab at once put a stop to the custom of excessive overcharges that had previously existed and brought about that regulation of rates that has since been generally observed

Mr. Dorr is also President of the Champion Horse Nail Company, of Appleton, Wis., an important manufacturing concern now fifteen years old. He is a large owner of St. Paul real estate, having platted five suburban additions, selling the lots on small monthly payments to working men. He is a director of the Chamber of Commerce and President of the board of trustees of the Park Congregational Church.



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WE HAVE ALSO RECENTLY BEgan the sale of lots in Ufton Grove, one of the prettiest suburbs of St. Paul. It is easy of access, is very high, commanding a fine view, and covered with fine oak trees. Is in a district which is rapidly building up with a nice class of houses, and altogether promises as much profit to the buyer as any section of the city.

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ST. PAUL AND MINNEAPOLIS, FEBRUARY, 1888.

ONE AND UNDIVIDED.

"How do you stand on the question of dividing Dakota," writes a friend in the big and progressive Territory. If it were a practical question we should say divide, by all means, and make two States, each larger than Iowa and as rich in natural resources; but that is not the way the case presents itself. Political parties are as selfish as individuals. The Democratic party, as represented in Congress, will not consent to the division of Dakota, because it is against its interest to permit two sure Republican States to be created out of one Territory. It cannot, however, longer refuse to provide for the admission of the Territory as a single State, without having the question made an issue in the approaching presidential campaign, and finding itself in an attitude that would admit of no defense. It can afford to oppose any bill to make two States, on the ground that Dakota is not as big as Texas or California and never can be as populous as New York or Pennsylvania; but it cannot afford longer to fight admission of the whole Territory as one State, with statistics showing over 600,000 inhabitants, 4,256 miles of railroad and a wheat crop of 50,000,000 bushels.

The question is, therefore, not whether Dakota shall come in as one State or two States, but whether it shall be admitted next year as one State, under an enabling act passed at this session of Congress, or shall be kept in a territorial condition for years to come. Making choice between these two alternatives we say, let Dakota come into the Union one and undivided. Admission as a State will give her an immense advertisement, attract fresh attention to her resources and brilliant achievements and draw to her many thousands of new settlers. It will give her two United States Senators and two or three representatives, in place of one lonesome delegate who has no power to vote, and must take a back seat in the House like a poor boy at a frolic. It will give her, besides, the power to sell and settle her school lands, to vote for President, to obtain a share of Federal appropriations in return for the taxes she pays, too choose her own officials and to hold up her head as an honored member of the great sisterhood of the American Union.

THE DOMAIN OF ST. PAUL.

The belt of country extending from Lake Superior and Lake Michigan to Puget Sound and the Pacific Coast, and from the British boundary four or five hundred miles southward in width, is, perhaps, not excelled on the globe in salubrity of climate, fertility of soil, lumber and mineral resources, and all the elements of wealth and prosperity. In the limits of this article we can give only a few of the facts and figures that prove this.

Minnesota and Dakota produced in 1887, according to different estimates 95,000,000 to 106,000,000 bushels of wheat of the best quality. We will call it a round 100,000,000 bushels. In the production of wheat Dakota stands at the head of the States and Territories. The oat crop of Minnesota and Dakota was nearly equal in bushels to the wheat crop. The barley crop was 15,000,000 bushels. The corn crop of Dakota was estimated at 30,000,000 bushels. That of Minnesota was about the same. Rye, buckwheat, flax seed, timothy seed and clover seed were produced in large quantities. Potatoes of the best quality were shipped by thousands and tens of thousands of bushels from every part of Dakota now settled, and from most of Minnesota. The finest potatoes were shipped from Devil's Lake to less favored regions; and the very largest yield of wheat of the very highest grade, "No. 1 Hard," was in the extreme northern part of Dakota and Minnesota. Several million pounds of wool were clipped, several million pounds of cheese were made, and over 45,000,000 pounds of butter. Now remember that less than one-eighth of the soil of Minnesota is under cultivation, and less than one-sixteenth of the fertile soil of Dakota, and imagine the future if you can.

Gridironed already with more than 4,000 miles of railroad; with more than a thousand post offices; expending nearly $2,000,000 annually for public schools; with more than 1,000,000 head of cattle; with 290,000 horses, and more than 500,000 hogs; hundreds of thousands of sheep, and millions of poultry; and the capacity, perhaps, to produce an annual crop of wheat equal to the whole present crop of the United States—such is the imperial and unenfranchised Territory of Dakota, a section of this wonderful St. Paul belt.

Next behold the Montana section of this belt, glittering with an annual product of the precious metals, worth $30,000,000; sending nearly 100,000 head of cattle to, and through St. Paul yearly; and with horses by the hundred thousand, and sheep by the million, grazing on the richest pastures.

Northern Idaho is crowned with forest-clad mountains and gold-bearing rocks, with fertile valleys and rich grazing lands between; and then comes Washington Territory with superfluous, and, at present, it would seem, almost unneeded resources of wealth. Boundless pasturage, where immense herds of horses and cattle, and many millions of sheep, are now grazing; unlimited capacity for the production of wheat, immense water power, the finest harbors, and the grandest forest perhaps now remaining in the world with timber to the amount of 200,000,000,000 feet uncut; gold and silver, and the more useful iron, in abundance, and inexhaustible mines of coal that already supply San Francisco and the entire Pacific Coast. This is not all, but it is enough. Then there is Oregon with varied resources, and one of the finest agricultural valleys in the world, and, at the outlet of that valley, the richest city in the world in proportion to population, unless Helena, Montana, is an excepton.

Now let us go back toward the east end of this belt 2,000 miles long, and look at 100,000,000,000 feet of the finest white pine lumber still standing and growing in Wisconsin and Minnesota, and the oak and hard maple and other hard and soft timber covering all Northeastern Minnesota and Northern Wisconsin in quantities almost beyond estimation. Northeastern Minnesota turns out many hundreds of thousands of tons of iron ore annually, in the infancy of that industry; and around the whole northwest shore and the whole south shore of Lake Superior, are deposits of iron and copper of exceeding richness and value.

We have but faintly sketched or even indicated the almost boundless resources of this wonderful northern belt; and to all this astounding heritage St. Paul is, by birth and position, as well as by commercial conquest the chief heir. Situated at the head of navigation on the most important river in the world, and at the angle of the richest valley in the world with this great east and west belt, with every part of which St. Paul has direct railroad communication; and virtually situated at the head of the greatest system of lake navigation in the world through the young giant Minnesota city, Duluth, the Piræus of St. Paul, our city must ever remain supreme amongst the prosperous cities of the Northwest. It is worthy of note that Duluth, the lake port of St. Paul, and one eastern terminus of the Northern Pacific railroad, St. Paul being the other, far surpasses Chicago in receipts and shipments of wheat.

The growth of St. Paul is rapid, constant and increasing in proportions every year. The buildings erected during the last year cost nearly $12,000,000. The population increased more than 32,000 the past year, if we multiply the increase of names in the the city directory by two and one-half; and if we multiply by three, the increase in population the past year was 38,000. The wholesale trade of St. Paul for the year just closed amounted to about $100,000,000; and St. Paul is fast becoming a great manufacturing city.

J. W. B.



From the Railway Age Publishing Company, Chicago, we have received the *Biographical Dictionary of the Railway Officials of America*, a handsome volume of 416 pages, price $3. This is the third annual edition of this important work. It contains the names of 4,639 general and division railway officers, an increase of 1,700 as compared with the edition of 1885. There are thirty-five portraits of prominent railway men. The Northern Pacific is very liberally represented in this picture gallery, portraits of Henry Villard, Robert Harris and General Adna Anderson appearing. The biographical notices are in all cases confined to date and place of birth and to official positions held in the railway service.

The veteran historian, Benson J. Lossing, has written a volume of short biographical sketches, entitled *Eminent Americans*, illustrated with more than a hundred portraits and containing over 500 pages of text. The sketches include all the leading statesmen, patriots, orators and others, both men and women, who have made American history and extend chronologically from the early colonial days to the present time. Published by John B. Alden, New York, price, cloth seventy-five cents, half morocco, $1.00; postage, thirteen cents.

Swinburnes gloomy tragedy of *Locrine* is published by John B. Alden, New York, in a neat bound volume and sent by mail at the remarkably cheap price of twenty-five cents. The scene of the drama is in England in the time of the Saxon kings and its motive appears to be to picture the hateful and ruinous passion of jealousy.

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Surplus, 4 per cent. Standard, - Over $13,000,000.

THE New York Life Insurance Company issued its first policy in 1845. During the forty-two years that have since elapsed this Company has kept steadily on its way, perfecting its methods, enlarging its scope, and exemplifying in a practical manner the benefits and possibilities of the system. In order to substantiate in an intelligible manner these references to the history of the New York Life we give herewith the following:

FACTS AND FIGURES:

1.

THE New York Life WAS THE FIRST COMPANY, and for thirty-five years the only Company, to omit from its policies the clause making them void in case of suicide. Very few companies do it now. Being convinced that most suicides are the result of insanity, and that many cases of accidental death and murder cannot be distinguished from suicides, the New York Life adopted, in 1850, one rule for all—namely, the prompt payment of every claim not vitiated by evident fraud.

2.

THE New York Life WAS THE FIRST COMPANY to recognize the policy-holder's right to paid up insurance, in case of a discontinuance of payment of premiums, by originating and introducing, in 1860, the first non-forfeiture policies—the beginning of the modern non-forfeiture system—which has become a part of the insurance statutes of the country. On the present volume of business, the saving to policy-holders, by reason of the non-forfeiture principle, as originated and introduced by the New York Life is over $5,000,000 per year.



ST. PAUL BUILDING OF THE NEW YORK LIFE INSURANCE CO., CORNER SIXTH AND MINNESOTA STS.

3.

THE New York Life WAS THE FIRST COMPANY,—and is still nearly the only Company to attach to each policy issued a copy of the application upon which the policy is issued.

4.

THE New York Life ISSUES A GREATER VARIETY OF POLICIES than any other life company, thereby adapting its contracts to the larger number of people. It has lately organized a Mortuary-Dividend, or return-premium, feature, under which many of its policies are issued with guaranteed return of all premiums paid, in addition to the amount originally insured, in case of death during a specified period.

5.

THE RETURNS ON THE New York Life's TONTINE POLICIES that have matured have been larger than those of any other company (whether Tontine or Ordinary), comparison being made between policies taken at same age and premium rate and running through the same period of time.

6.

THE POLICIES OF THE New York Life, AS NOW ISSUED, ARE NOTABLY FREE FROM RESTRICTIONS as to occupation, residence and travel, and claims are paid upon receipt and approval by the Company of satisfactory proofs of death.

The New York Life has over one hundred thousand Policies in force, insuring over three hundred and sixty million dollars.

GREGORY & PARKER,

Managers for Minnesota and Dakota,

Chamber of Commerce Building, ST. PAUL.

FOOTE & FRENCH,

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—AND—

DEALERS IN GOVERNMENT BONDS

OFFER FOR SALE

Northern Pacific R. R. Co.
Gen Mortgage and Land Grant Gold 6 per cent bonds, due 1921
Northern Pacific R. R. Co.
Pend d'Oreille Div. First Mortgage 6 per cent bonds, due 1919
Northern Pacific R. R. Co.
Dividend bonds, 6 per cent annually, due 1888.

ALSO DEALERS IN OTHER CONSERVATIVE INVESTMENT SECURITIES.

48 Congress Street,
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C. F. CLOUGH & CO.,

Real Estate Agents,

SPOKANE FALLS, - - WASH. TER.

We have a fine list of desirable property for investments, including Business, Residence and Farm Property. References: A. M. Cannon, Bank of Spokane Falls. Correspondence solicited.

A. P. SHARPSTEIN,

Attorney & Mining Broker,

WARDNER, IDAHO.

Correspondence solicited.

WOLF & RYMAN,

Real Estate,
Loans and Insurance,

MISSOULA, - MONTANA.

THOS. H. CARTER. JNO. B. CLAYBERG. FLETCHER MADDOX

Carter, Clayberg & Maddox,

ATTORNEYS.

HELENA, - - MONTANA.

REFERENCES: The Bradstreet Co., The Thomas Cruse Savings Bank, or The Merchants National Bank, Helena.

Dakota Investment Company,

Grand Forks, Dakota.

Negotiate 7 per cent. First Mortgage Farm Loans in Dakota and Minnesota and Guarantee Principal and Interest.

Commenced business in 1880; incorporated in 1884, with a paid up capital of **$50,000** and have invested over **$900,000** for eastern banks and individuals without loss. The Company confines its loans to the Red River Valley. On the Dakota side the field embraces the six RED RIVER VALLEY Counties, containing 13,583 farms and 1,725,243 acres of improved land, and a population of 83,249—**16,550 more than any other six** counties in the Territory. City loans negotiated. BONDS & WARRANTS for sale. Correspondence solicited

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GOUGH C. K. FAIRMAN,

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Real Estate and Financial Agent.

$100,000 to Loan on Improved Farming Lands. Correspondence solicited.
Will make investments for non-residents.

THE ONTARIO LAND CO.,

43 Chamber of Commerce, - St. Paul, Minnesota.

Choice acre property in Duluth, Spokane Falls and Tacoma. Town lots in West Superior.

☞ Special bargains for investors in localities sure to increase in value. *CORRESPONDENCE SOLICITED.*

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SEARS & ASHTON,

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TACOMA, WASH. TER.

Rooms 5, 6, 7 & 8, Merchants National Bank Building.

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—BROKER IN—

Mining Stocks,

PHILIPSBURG, MONTANA.

Will buy or sell Black Pine, West Granite, Flint Creek. Correspondence solicited.

GOLD, BARBOUR & SWORDS,

BANKERS AND BROKERS,

No. 18 Wall Street, New York.

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HENRY C. SWORDS, THOMAS J. BARBOUR,

Members New York Stock Exchange.

All classes of Negotiable Securities bought and sold, and advances made on same.

Northern Pacific First and Second Mortgage, Missouri and Pend d'Oreille Division Bonds and Preferred Dividend Certificates bought and sold.

J. C. STOUT & CO.,

REAL ESTATE AND FINANCIAL AGENTS,

324 Jackson Street (Gilfillan Block),

ST. PAUL, - - - MINN.

Correspondence Solicited.

WM. COURTENAY,

Miles City, Montana,

Live Stock Broker,

Real Estate and Commercial Agency,
Loan Broker and Notary Public.

First-class Ranches, Farms and desirable Town Lots for sale. Assists parties to purchase N. P. R. R. Lands. Agent for First-class Fire, Life and Accident Insurance Companies.

☞ ——LIVE STOCK A SPECIALTY.——

Profitable Investments for Non-residents.
Correspondence solicited.

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A. J. SAWYER,

Grain on Commission,

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Advances on Consignments. Elevators on N. P. R. R.

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NEW ROCKFORD, - - - - DAKOTA TERRITORY

Money Loaned For Eastern Capitalists.
Dakota Lands Bought and Sold.
Best of Dakota and Eastern References.

E. A. KREIDLER,
(Late Register United States Land Office). Land Lawyer. Deals in, Selects and Locates Government and Railroad Land.

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MILES CITY, MONTANA,

REAL ESTATE, LIVE STOCK BROKERS AND LOANS.

Having been supplied by the Northern Pacific R. R. Co., with plats and prices of its lands, we will give special attention to locating and buying Railroad Lands for Farms and Ranches between Billings and Fort Buford Reservation.

ESTABLISHED 1882.

JAMES F. HOLMES. JAMES B. HOLMES. F. MEYER.

JAMES F. HOLMES & CO.,

——DEALERS IN——

REAL ESTATE,

RED LAKE FALLS, - - - MINNESOTA.

We sell lots in "Railroad Addition" to Red Lake Falls, and investors are invited to call and look over our list and get prices and terms before purchasing elsewhere.

We also sell lots in Fertile and Twin Valley. These towns are located on the new line, the Duluth & Manitoba, in Polk and Norman counties.

We offer special inducements to parties who will build on lots purchased of us.

Correspondence solicited. OFFICE: Holmes Block, opposite Depot.

FILE THE NORTHWEST. COMMON SENSE BINDER.

A handsome cloth binding case sent postpaid on receipt of $1.00.

THE NORTHWEST MAGAZINE.
Cor. Third and Minnesota Streets, - St. Paul, Minn.

Rapid Growth of Spokane Falls.

Spokane Falls, W.T., is coming to the front more rapidly than any city on the Northwest Pacific slope. Her growth and the rapid increase in values are permanent. The mining, lumbering, farming, grazing, manufacturing and other interests are rapidly pouring their wealth into her coffers. I. S. Kaufman & Co., the oldest real estate dealers in the place, have made fortunes for many of their outside customers, by making careful and judicious investments for them, and are ready to make others happy. Best of reference furnished if desired. Write them.

IF YOU HAVE MONEY TO INVEST Address

ADAMS & FREES,

Lisbon, Dakota.

FIRST MORTGAGES on Improved Farms in Ransom, Sargent and Marshall Counties. PRINCIPAL and INTEREST GUARANTEED.

Choice Lots in Lisbon overlooking the beautiful Sheyenne River at profitable figures. Write for PLAT, PRICES and INFORMATION.



Wisconsin.

MR. GEORGE S. MARSH, for some years past the General Ticket Agent of the Northern Pacific, has recently been appointed General Passenger Agent of the Milwaukee, Lake Shore & Western, with headquarters at Milwaukee. This is a step forward in rank for Mr. Marsh and at the same time a return to a road with which he was formerly connected and whose passenger service he well understands. He is a very efficient and courteous railway official.

ASHLAND has enjoyed a year of remarkable prosperity and counts over 11,000 inhabitants, at least 4,000 of whom have been added to the population during the past twelve months. The prospects are excellent for another season of rapid growth. The trade of the Gogebic mines, the lumber business, the new furnace and the enormous shipments of iron ore from the great docks are what have given this strong impetus to the place. The Ashland *Press* gives a review of the years progress of the city. The number of buildings erected of all classes is 556, of which 432 are dwellings, ninety-two business houses, seven hotels, and ten public buildings. The total amount expended in private and public improvements this year is $2,234,790. Lake commerce shows a heavy increase of business. There were 1,332 arrivals of steamers and sail craft. Lake freights received foot up 676,500 tons; iron ore forwarded, 1,040,730 tons; lumber forwarded by lake, 60,000,000 feet; lumber manufactured, 80,400,000 feet; coal receipts, 150,000 tons; oil receipts, 8,000 barrels; total amount of frieght received and forwarded by rail 3,534,439,474 pounds.

Minnesota.

THE NORTHWEST MAGAZINE for December contains an illustrated account and description of Little Falls in Morrison County Minnesota, where it is claimed the second largest water power of the Mississippi is located. The article is a very interesting and attractive one and a strong case is made out for the future of Little Falls. The power is being developed by a water power company, and many inducements are thrown out for manufacturers to settle at Little Falls. THE NORTHWEST is a splendid boomer. It is also an extremely well edited, well printed and beautifully illustrated periodical. Mr. Smalley has made a splendid success of it as was expected he would do.—*Moorhead News.*

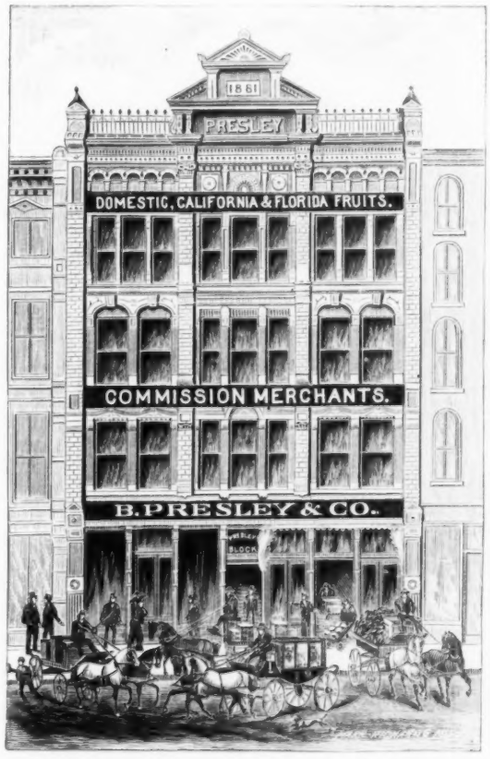
WHAT PROCTOR KNOTT'S TOWN HAS—35,000 folks, electric light system, sixteen church societies, banking capital of $1,350,000, $12,000,000 assessed valuation, eight public school buildings, board of trade, 200 members, one flouring mill just for a starter, soap factory successfully operated, brewery, established several years, gas works with nine miles of mains, elevator capacity of 19,000,000 bushels, chamber of commerce, 140 members, an agricultural fair standing on both legs, cheap fuel, including wood, coke and coal, most western point of inland navigation, cheapest rates to tidewater East or West, richest bard and soft iron ore in the world, opera house, with a seating capacity of 1,000, produce exchange, present membership 150, boldest scenery along the entire chain of lakes, a sewer system that is being rapidly extended, two carriage factories in successful operation, water works with ten and a half miles of mains, greatest primary grain market of the United States, dock system with a proposed frontage of fifty miles.—*Duluth Paragrapher.*

B. PRESLEY & CO.—The oldest, most extensive and most successful wholesale fruit house in St. Paul is that of B. Presly & Co., at 102 East Third Street. It was established in 1849, in the infancy of the city and its business has kept pace with the development of the Northwest ever since. It has ample capital and unsurpassed facilities both for the winter and summer preservation of fruit in its cellars and its cool, dry storage house, situated immediately in the rear of the salesroom. The firm are general Northwestern agents for the California Fruit Union, the Florida Fruit Exchange and the Southern Inter-State Shipping Association. During the past season this firm handled 67 car loads of California fruit, over 100 car loads of oranges and lemons, besides a car load each of berries and grapes per day in addition to this a large business is done in bananas, nuts of all kinds, pineapples, cocoanuts, apples, cider, etc., the various departments of the business uniting to constitute upon the whole, one of the largest enterprises of its kind in the country. Our illustration of this establishment shows the Third street front of the building. There are few business institutions that carry comforts and healthful luxuries to as many homes in the Northwest as the fruit house of B. Presley & Co.

BUILDING IN THE TWIN CITIES.—In spite of some circumstances which checked the activity of building operations early in the year, the record of construction in St. Paul and Minneapolis shows that 1887 has been the most notable year in the marvelous history of their upbuilding. The record for St. Paul was printed weeks ago and that for Minneapolis appeared recently. Consolidating the statistics in our usual form we present the following grand total of the year's growth in the two cities:

	Permits Issued.	Cost of Construction.
Minneapolis	4,585	$9,311,372
St. Paul	3,953	$11,543,514
Grand Total	8,538	$19,854,886

That is to say, more than 8,500 buildings of various classes have been erected in the Twin Cities during the year 1887, at a cost of nearly $20,000,000. This, without taking into account other increments, means an addition of more than 50,000 people to their population (many of these permits represent double or apartment houses, accommodating more than one family), and some $15,000,000 to the assessed valuation of their real property. It means that a new city of respectable rank, larger than any in many of the states of the Union, has been built up on the streets and on the outskirts of St. Paul and Minneapolis. It means that the Twins are rapidly narrowing the gap that separates their joint population from the destined half-million.—*Pioneer Press.*



ST. PAUL.—B. PRESLEY & CO.'S WHOLESALE FRUIT HOUSE.

OPENING OF THE SOO ROAD.—The opening of the Minneapolis, Saulte Ste. Marie & Atlantic Railroad was signalized on Jan. 6th by the movement of five trains, numbering eighty-two cars, loaded with Minneapolis flour from the mills of the Flour City to the Saulte, at which place they were taken in charge by the Canadian Pacific for transit to Eastern ports. The trains were decorated and their arrival at the Saulte was the occasion of a banquet and general public rejoicing.

Now that Little Falls has secured the improvement of her water power, the fact is beginning to be appreciated that more railroad facilities are needed in order to attract mill men. The *Transcript* wants railroad connections established with the Manitoba and points to the fact that a piece of road thirty-one miles in length along the west shore of the Mississippi River from Little Falls to St. Cloud, would give the desired outlet. The *Transcript* is quite right in its statement that more than one road is necessary to the success of any manufacturing point. Lumber manufacturers in particular are loth to trust their fortunes to the caprice of a single road.—*Minneapolis Lumberman.*

THE Duluth papers are authority for the statement that work will be commenced in the spring on the Duluth, Rainy Lake & Southwestern road. The original project, according to the Duluth papers, was to build from Rainy Lake southwest, but it was afterward determined to secure a terminus on Lake Superior. The line as now surveyed provides for the construction of the road northeasterly from Duluth through the iron range west of Tower, and thence through the timber region in a southwesterly direction, making a line 162 miles shorter to the Red River Valley from Duluth than any now existing. The line is to be 500 miles long and the estimated cost is $8,000,000. The construction of the road will have an important bearing upon the development of the lumber interest in the northern part of the State.

Montana.

SMELTING WORKS FOR HELENA.—In reply to inquiries as to the authenticity of a report that he is about to invest $500,000 in smelting works in Helena Gov. Hauser recently said to a *Herald* reporter: "Mr. Villard and other Northern Pacific men and myself have had the matter in view for some time and now have come to an understanding upon it. We intend to put up smelting works at or in the immediate vicinity of Helena, large enough to handle all the ore that we can get. The preliminaries are settled and it only remains to agree upon the details." Where and when will they be built?" asked the reporter. "As I said at or near Helena, and if the arrangements are concluded as I expect, work will be started within sixty days."

Idaho.

THERE are 750,000 acres of tillable land still open for settlement in the Hailey land district. The "onward moving tide of immigration" will sweep over Idaho in a year or two. The history of Dakota, Nebraska, Montana and all the Western booms will be repeated.—*Inter-Idaho.*

COMPLETION OF THE RAILROAD TO BURKE.—The people of the South Fork, in the Coeur d'Alene country, have just celebrated the opening of the branch railroad which runs up the gulch from Wallace to the new and booming town of Burke, at the Tiger and Poorman mines. The building of this road was largely due to the enterprise of S. C. Glidden, of St. Paul. It will greatly add to the prosperity of the whole South Fork region.

Oregon.

OPENING OF THE OREGON AND CALIFORNIA RAILROAD.—The California & Oregon railway completed Dec. 17th, represents twenty-one years of railway construction almost steadily pushed resulting in the surmounting of the mountain ranges of Northern California and Southern Oregon. The accomplishment undoubtedly is regarded by commercial circles of the Pacific coast as the most important in its significance since the completion of the first overland railway system. It affords for the first time all rail communication between the cities of the Pacific and places under control of one railway corporation an unbroken line from New Orleans to Portland, Or., a distance of 3,000 miles.

Washington Territory.

PORT TOWNSEND, now one of the principal seaport towns in the Pacific Northwest, is deserving more attention of the Government than it has hitherto received. According to the *Argus*, the business of that port has increased from $79,000 in 1886 to $250,000 in 1887. This is a remarkable growth, and it is fair to presume that the same ratio can be maintained in the years to come. Good and substantial Government buildings should be erected in Port Townsend during the coming year.

THE Ellensburg and Salmon River Steamboat and Stage Company has just organized with a capital of $100,000, and enough paid up to build a steamer and purchase coaches. The company is composed of the leading men of Ellensburg, who will begin operations at once and put on coaches to the Columbia River, there to connect with a steamer to make daily trips to the Salmon River mines and Okanagan, carrying mail, express and passengers. Business transactions in Ellensburg this year foot up to over a million dollars and merchants expect to double it during the coming year.

The Okanogan country is the best stock country that is to be found on the Pacific slope. There is no limit to the grass which is found on the mountain tops as well as on the plains. The large herds of cattle and numerous bands of horses, owned by the Indians, who make no provision for their wintering rustle for themselves and their numbers are not decimated by the winters.

St. Paul Advertisements.

FINCH, VAN SLYCK & CO.,

IMPORTERS AND JOBBERS OF

Dry Goods and Notions,

Fourth, Sibley and Fifth Sts.,

ST. PAUL, - - MINNESOTA.

New York Office, 53 Leonard Street.

ROGERS & ORDWAY,

Successors to ROGERS, WILLIS & CO.,

180 to 184 East Fourth Street,

ST. PAUL.

ENGINES, BOILERS AND STEAM PUMPS

Hand Pumps, Iron and Wood Pipe,

And Fittings for Steam, Gas and Water.

ROBINSON & CARY.

Manufacturers' Agents and Dealers in

Equipment and Supplies for

RAILWAYS, CONTRACTORS, MINES, MILLS, Etc., Etc.

Largest and Fullest Stock in the Northwest.

Corner Fourth and Wacouta Sts.,

ST. PAUL.

NOYES BROS' & CUTLER,

IMPORTERS

—AND—

WHOLESALE DRUGGISTS,

ST. PAUL, MINNESOTA.

FAIRBANKS' SCALES,

ECLIPSE WIND MILLS,

TANKS, PUMPS, PIPE, Etc.

The Best Goods in the Market.

FAIRBANKS, MORSE & CO

371 and 373 Sibley St., St. Paul, Minn.

Minnesota Type Foundry Co.,

ST. PAUL, MINN.,

Manufacturers and Dealers in

Printers' Supplies!

ELECTROTYPERS and STEREOTYPERS.

WM. LINDEKE. A. H. LINDEKE.
R. WARNER. T. L. SCHURMEIER.

LINDEKES, WARNER & SCHURMEIER,

WHOLESALE

Dry Goods and Notions,

Miner's and Lumbermen's Suits a Specialty.

Cor. Fourth and Sibley Sts., - ST. PAUL, MINN.

ESTABLISHED 1860.

BOHN MANUFACTURING CO.

Sash, Doors, Blinds, Mouldings, Stair Work and Building Material,

PINE AND HARD WOOD LUMBER.

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P. H. KELLY MERCANTILE CO.,

Successors to P. H. KELLY & CO.,

WHOLESALE GROCERS,

—IMPORTERS OF—

TEAS AND COFFEES,

Established 1854, ST. PAUL, MINN.
April, '88—cu.

H. B. MATHEWS, Prest. & Treas. ASHAEL NEWTON, Vice-Prest. JOHN WHORRY, Secretary.

THE NORTHWESTERN LIME CO.,

MANUFACTURERS' AGENTS

Foreign and American Cements,

Lime, Plaster, Hair, Fire Brick, Clay, Tile, &c., &c.

Car Load Lots Prices made, delivered at any point.

WAREHOUSE, NOS. 71 AND 72 LOWER LEVEE,
OFFICE, 170 EAST THIRD STREET,
ST. PAUL, MINN.

OHIO COAL COMPANY,

WHOLESALE DEALERS IN

HARD AND SOFT COAL!

WITH DOCKS OF 200,000 CAPACITY

At Duluth, being the largest and best equipped docks on Lake Superior. Sole agents in the Northwest of the Pennsylvania Coal Company's celebrated

"Pittston Coal," and Hudson Canal Co. and Lackawana & Delaware Coal.

General Office, Room 40 Globe Building, St. Paul.

Correspondence solicited. Address
J. E. McWILLIAMS, Gen'l Mg'r.

St. Paul and Pacific Coal and Iron Co.,

WHOLESALE DEALERS IN

COAL AND PIG IRON.

Sole Shippers to the Northwest of Philadelphia and Reading Coal.

General Office, ST. PAUL.

Docks at DULUTH and SUPERIOR.

A. PUGH, - - General Manager.

L. EISENMENGER,

Wholesale and Retail

M·E·A·T·S.

Hotel and Railroad Supplies a specialty.
455 Wabasha Street, ST. PAUL, MINN.

Reference, Dining Car Department N. P. R. R. Co.



7¼ Cords of Beech have been sawed by one man in 9 hours. Hundreds have sawed 5 and 6 cords daily. *"Exactly"* what every Farmer and Wood Chopper wants. *First order from your vicinity secures the Agency.* Illustrated Catalogue *FREE.* Address **FOLDING SAWING MACHINE CO.,** 303 S. Canal Street, Chicago, Ill.

MERCHANTS HOTEL,

F. R. WELZ, Proprietor.

One of the Largest Hotels in the State. Steam Elevators and all Modern Improvements.



Special Rates to Excursion Parties. One Block from Union Depot and Steamboat Landing.

ST. PAUL, - - MINN.

A. A. NEWBERY & CO.,

REAL ESTATE AND FINANCIAL AGENTS,

Spokane Falls, Washington Territory.

Spokane Falls, the metropolis of Eastern Washington, has a water-power more extensive than that of Minneapolis, and is now the trading center of a rich agricultural district and a mining region containing the richest mineral deposits in the United States. Investments in Spokane Falls property, which can now be made at reasonable prices, are absolutely safe and pay enormous returns. We undertake investments for parties a at distance, and invite correspondence.

We have some of the choicest business property in the heart of the city; acre tracts contiguous to the city, and manufacturing sites, with and without water-power, on our lists, and solicit correspondence and inquiry from Eastern parties.

Thousands of acres of choice agricultural land in the Palouse country and the Big Bend, improved and unimproved, at prices ranging from $5 to $15 an acre. Plats and prices of Northern Pacific Railroad lands in Eastern Washington and Northern Idaho.

REFERENCES: { Traders National Bank, / First National Bank, } Spokane Falls.

A. A. NEWBERY & CO.,
SPOKANE FALLS.

MONARCH

Gasoline Stoves and Ranges,

MADE BY

THE ADAMS & WESTLAKE CO.,

Chicago, Illinois.

MINNEAPOLIS and ST. LOUIS RAILWAY

AND THE FAMOUS

Albert Lea Route.

TWO THROUGH TRAINS DAILY

FROM ST. PAUL AND MINNEAPOLIS

TO CHICAGO

WITHOUT CHANGE, CONNECTING WITH THE FAST TRAINS OF ALL LINES FOR THE

EAST AND SOUTHEAST!

The DIRECT and ONLY LINE running THROUGH CARS between ST. PAUL, MINNEAPOLIS and

DES MOINES, IOWA,

VIA ALBERT LEA AND FORT DODGE.

Solid Through Trains Between

ST. PAUL, MINNEAPOLIS AND ST. LOUIS,

And the Principal Cities of the MISSISSIPPI VALLEY, connecting in Union Depot for all points SOUTH and SOUTHWEST.

MANY HOURS SAVED, and the ONLY LINE running TWO TRAINS DAILY to KANSAS CITY, LEAVENWORTH, and ATCHINSON, making connections with the UNION PACIFIC, and ATCHISON, TOPEKA & SANTE FE RAILWAYS.

☞ Close Connections made in Union Depot with all trains of the St. Paul, Minneapolis & Manitoba; Northern Pacific; St. Paul & Duluth Railways, from and to all points NORTH and NORTHWEST.

REMEMBER! The Trains of the MINNEAPOLIS & ST. LOUIS RAILWAY are composed of Comfortable Day Coaches, Magnificent Pullman Sleeping Cars, Horton Reclining Chair Cars, and our justly celebrated PALACE DINING CARS.

150 LBS. OF BAGGAGE CHECKED FREE. Fare always as Low as the Lowest! For Time Tables, Through Tickets, etc., call upon the nearest Ticket Agent or write to

S. F. BOYD,
Gen'l Ticket and Pass. Agt., Minneapolis, Minn.

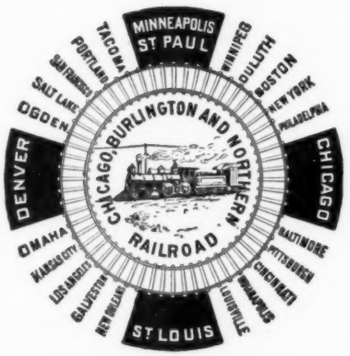
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WEBER, NEW YORK. — GHICKERING, BOSTON. — KNABE, BALTIMORE.

Kranich & Bach, N. Y. Ernest Gabler & Bro., N. Y. Carl Roenisch, Dresden.

GEO. BRANDT, Sole Agent,

No. 9 Hyde Block - - Spokane Falls, W. T



"Burlington Route From the Northwest"

THE PRINCIPAL LINE BETWEEN THE NORTHWEST AND ALL POINTS IN THE UNITED STATES AND CANADA

CONNECTIONS MADE IN UNION DEPOTS AT ALL BUSINESS CENTERS

PEERLESS DINING CARS AND PULLMAN'S SLEEPERS ON ALL THROUGH TRAINS BETWEEN

MINNEAPOLIS AND ST. PAUL AND CHICAGO AND ST. LOUIS

* THE ONLY LINE *
RUNNING DINING CARS BETWEEN
THE TWIN CITIES AND ST. LOUIS

FOR TICKETS, RATES, GENERAL INFORMATION, ETC., CALL ON ANY TICKET AGENT IN THE UNITED STATES OR CANADA OR ADDRESS

GEO. B. HARRIS, GENERAL MANAGER. W. J. C. KENYON, GEN'L PASS. AGENT.
ST. PAUL, MINN.

NORTHERN PACIFIC

EXPRESS COMPANY,

OPERATING THE

Northern Pacific Railroad and Branches,
Pacific Coast Steamship Company,

And doing a general Express and Collection business over lines mentioned above.

Forwarders of Merchandise and Valuables to all parts of the world. We now issue and sell Money Orders which are safe, cheap and convenient, being payable at all the principal cities, as well as over 7,000 other places in the United States, Canada and Europe.

If you want to pay Taxes,
If you want to pay a Bill,
If you want to pay Dues,
If you want to buy Goods,
If you want to send money to your family,

If you want to pay money anywhere, for any purpose, call at any office of the NORTHERN PACIFIC EXPRESS CO. and purchase a Money Order, which will be sold at the following prices

Up to $5.00	5 cts.	Over $20.00 to $30.00	12 cts.
Over $5.00 to $10.00	8 "	" $30.00 to $40.00	15 "
" $10.00 to $20.00	10 "	" $40.00 to $50.00	20 "

Money Orders are sold to places in Europe at the following prices:

Up to $10.00	10 cts.	Over $30.00 to $40.00	35 cts.
Over $10.00 to $20.00	18 "	" $40.00 to $50.00	45 "
" $20.00 to $30.00	25 "		

Payable in England, Ireland, Scotland, France, Norway, Denmark, Germany, Sweden Holland, Belgium and Italy.

Northern Pacific Express Company Money Orders can be casbed at any office of the American Express Company, Pacific Express Company, United States Express Company, Wells, Fargo & Company's Express.

Northern Pacific Express Company Money Orders can be remitted anywhere, and deposited in banks in any city of the United States or Canada.

Northern Pacific Express Company Money Orders can be remitted by banks, bankers and others, who may cash them as "Exchange" on New York, Boston, Chicago, Cincinnati, St. Louis, St. Paul, Omaha, New Orleans, Denver, Salt Lake City, San Francisco, Helena, Portland (Ore.), and the principal cities in Europe.

Northern Pacific Express Company Money Orders contain a receipt, which the purchaser receives and retains.

Northern Pacific Express Company Money Orders, after payment, are filed in the office of the company's Treasurer, and are always accessible for reference.

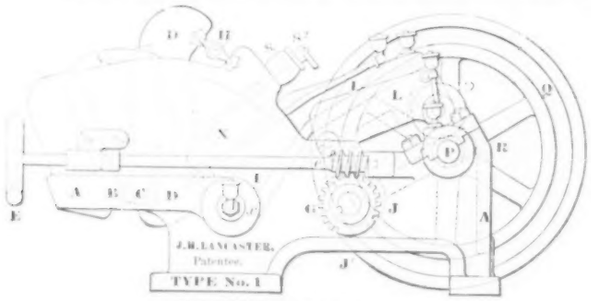
Northern Pacific Express Company Money Order system has ample provisions for refunding amount of lost orders, without unnecessary delays.

T. F. OAKES, President, - -	St. Paul.
FREDERICK BILLINGS, Vice-President,	New York.
GEO. GRAY, Secretary, - -	New York.
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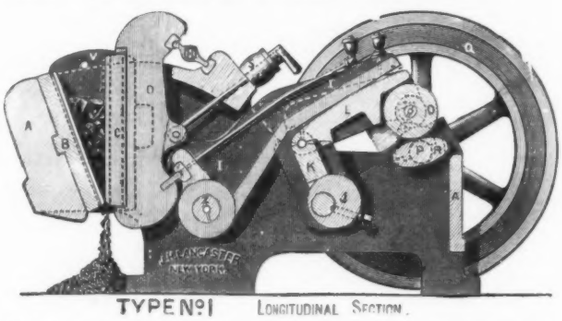
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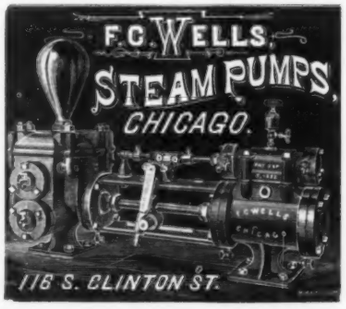
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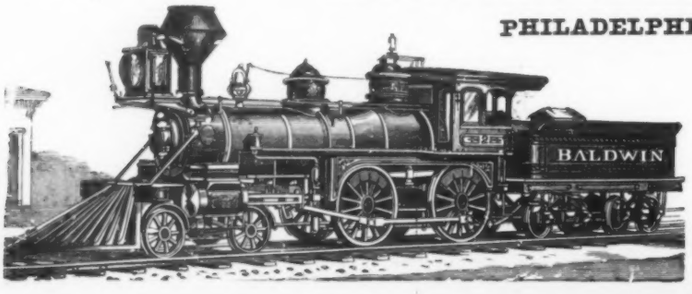


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Mrs. McGuire—"Divil take the law. It's suppanied as a witness in the Police Koort I am, an' I always get the headache in there." Mr. McGuire—"Ye're a lucky woman, Mrs. McGuire. It's mesilf that always gits thirty days."

"Ah, Sam, so you've been in trouble, have you?" Yes, Jem, yes." "Well, well, cheer up, man; adversity tries us and shows up our better qualities." "Ah, but adversity didn't try me; it was a county judge, and he sent me up for six months."

Furniture Dealer (to elderly maiden)—"And there is another advantage, ma'am which the folding-bed has over the ordinary kind." Elderly Maiden—"What is that, sir?" Furniture Dealer—"You don't have to look under it to see if there is a man there."

"This is a cold, cold world!" sighed a young man as he stopped aimlessly in front of a Detroit clothing store the other day. "Dot vas so, mein friend," replied the proprietor, who was standing in the door-way, "but ulsters vas cheap as dirt!"—*Detroit Free Press.*

"The support of my children is quite a tax on you, dear," she said lovingly to her second husband. "Yes," he replied, as he caressed her still lovely brow, "and the sad part of it is that it is taxation without representation." And then she wondered if she ought to cry.

Bobby (to young Mr. Fatboy)—I heard my sister Clara say something lovely to ma about you, Mr. Fatboy.

Young Mr. Fatboy (anxiously)—No, did you, Bobby? What was it?

Bobby—She said you would be lovely to sit on the family bible and press autumn leaves.

The editor of the funny column came into the office eating chestnuts and found Major Stofah reading the paper.

"Here, Major," he said, going down into his pocket; "have some chestnuts?"

"No, thanks; not now," replied the Major, "I've just been reading your funny column."—*Washington Critic.*

First Anarchist—"So poor Herr Bierup is dead, eh?"

Second Anarchist—"Yah, dot gread vilanthropist he is gone. He blew up hisself up."

"Eh? Mit dose bombs vat he makes for dose millionaires, eh?"

"No, he go too close to dot gaslight mit his breath."—*Omaha World.*

TO RESUSCITATE A CORPSE.—The man appears to be dead," said the doctor, "and still there's a warmth about his hands that indicates remaining life." "Who is he?" "Bill Snidehopper." "O, it's Bill, is it? Well, it won't take long to see whether he's dead." "What means would you suggest?" "Just say to him, Bill, what'll you have?"—*Nebraska State Journal.*

"John, I am afraid we can't go to the theatre any more," said a Chicago woman to her husband.

"No, I'm afraid we can't; money is getting very tight."

"I shall miss it dreadfully."

"So shall I."

"What shall we do?"

"I have it. We'll hang your big hat on the back of baby's chair and sit and look at it."—*Merchant Traveller.*

"Beg pahdon," said a Pittsburg barber, as a Kentucky colonel took his seat in the chair, "but do you bite your mustache?"

"No."

"How do you get it so short and ragged?"

"Cut it off, of course, how do you suppose?"

"S'posed maybe yer breath burned it off."

There was an ancient gentleman with countenance benign.
Who took his walks abroad on days when it was very fign.
One morn, returning from his club (he'd had a little wign),
He slipped upon some orange peel and came down on his spign.

"Mamma," said a little boy who has a very recent brother, "did Adam and Eve have babies?"

"O yes. Don't you remember the story of Cain killing Abel? They were little babies at one time."

"Yes, I s'pose they were," went on the little boy thoughtfully; but what gets me is, if Adam was the first man and Eve the first woman, where the doctor comes in who furnished the babies."

Minister (to bereaved widow):—"Yes, Mrs. Mildew, John was such a good man; always the same, and you could know where to find him at all times.

Widow:—Yes, that's so. (Sobs.)

Minister:—And then in money matters he was always so open-handed. I remember a time I needed money badly and John went down in his pocket for the whole sum. Ah, it was such a help."

Widow:—Has (sob) it (sob) it ever been (sob) paid back!"—*Tid Bits.*"





"HE LAUGHS BEST WHO LAUGHS LAST."
—*Fliegende Be latter.*



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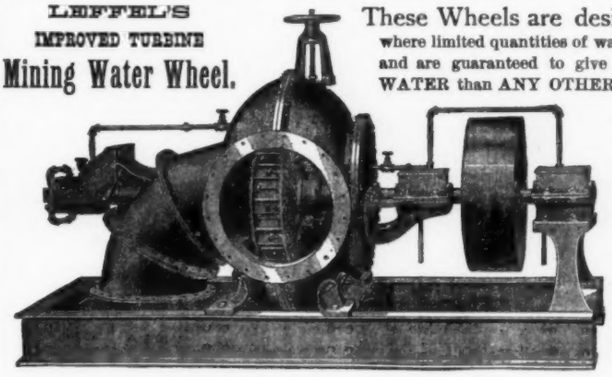
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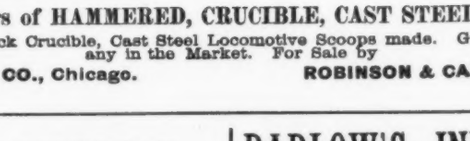
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